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## NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 7th July, 1960.

Issue No.	No. and date	Issued by	Subject
87	No.	Issue—	
88	G.S. R. 759, dated 4th July, 1960.	Ministry of Food and Agriculture	Certain directions regarding payment of Sugarcane price.
89	G.S.R. 772, dated 7th July, 1960.	Ministry of Finance	Appointing Shri P. C. Goyal, to be Appellate Controller of Estate Duty.
	G.S.R. 773, dated 7th July, 1960.	Central Board of Revenue	Direction that Shri P.C. Goyal shall perform the functions of Appellate Controller of Estate Duty throughout India—details specified therein.
90	G.S.R. 774, dated 7th July, 1960.	Ministry of Food and Agriculture.	Further amendment in the Manipur Foodgrains (Movement) Control Order, 1956.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

## PART II—Section 3—Sub-section (1)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

## MINISTRY OF HOME AFFAIRS

New Delhi, the 6th July 1960

G.S.R. 777.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following amendment in the

Central Police Training College (Gazetted Staff) Recruitment Rules, 1959, namely:—

In the schedule to the said rules, after item 3 and the entries relating thereto, the following shall be inserted namely:—

3A Senior Instructors.	4 (a) General Central Staff Class I.	Rs. 600—40—1000— 1000—1050—1050— 1100—1150—plus a special pay of	Not appli- cable.	Not appli- cable.	Not appli- cable.	Not appli- cable.	Not appli- cable.
	(b) Gazetted	Rs. 200/- p.m.					
	( ) Non Minis- terial.						

By transfer of officers belonging to IP or IPS.	Not applicable.	Not applicable.	As required under the rules.
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[No. 24/35/59-P.III.]

P. K. DAVE, Dy. Secy.

*New Delhi, the 8th July 1960*

**G.S.R. 778.**—In pursuance of rule 11 of the Indian Police Service (Pay) Rules, 1954, the Central Government after consultation with the Government of Andhra Pradesh hereby makes the following amendment in Schedule III appended to the said Rules.

2. The amendment shall be deemed to have come into force on the 27th June, 1960.

#### *Amendment*

In the said Schedule, under the heading "B-Posts carrying pay in the time scale of the Indian Police Service under the State Governments including posts carrying special pays in addition to pay in the time scale" against "Andhra Pradesh" for the entries.

"Superintendent of Police, Ex-Branch.

Superintendent of Police, Crime and X-Branch C.I.D."

the following entries shall be substituted:—

"Superintendent of Police, X-Branch, C.I.D.

Superintendent of Police, Crime Branch, C.I.D."

[No. 1/109/60-AIS(II).]

T. C. A. SRINIVASAVARADAN, Dy. Secy.

*New Delhi, the 11th July 1960*

**G.S.R. 779.**—In exercise of the powers conferred by clause (b) of article 318 of the Constitution, the President hereby makes the following amendment in the Union Public Service Commission (Staff) Regulations, 1958, namely:—

In the said Regulations, for sub-regulation (i) of regulation 8, the following sub-regulation shall be substituted, namely:—

"(i) The technical establishment of the Commission shall consist of Superintendent, Assistant Superintendents, Technical Assistants and Mechanical Operators for the Hollerith Branch, Junior Research Officer for Research and Statistics Section, Telephone Operators, Gestetner Operator, Librarian and Receptionist and such other employees as may be specified by the President. The Superintendent, Assistant Superintendents and Technical Assistants of Hollerith Branch and Junior Research Officer of the Research and Statistics Section, shall be appointed by the Secretary and the other technical staff shall be appointed by the Deputy Secretary."

[No. F.19/2/60-Ests.(B).]

U. C. AGARWAL, Under Secy.

## CORRIGENDA

*New Delhi, the 7th July 1960*

**G.S.R. 780.**—In the notification of the Government of India in the Ministry of Home Affairs G.S.R. 550 (F. No. 3/21/59-Judl. II-UTL-23) dated the 14th May 1960, published in the *Gazette of India*, Part II, Section 3, Sub-section (i) dated the 21st May, 1960, at pages 787-788;

at page 788 in line 1, for "An Act.—To" read "An Act to".

[No. F. 3/21/59-Judl. II.]

**G.S.R. 781.**—In the notification of the Government of India in the Ministry of Home Affairs, G.S.R. 695 (F. 5/3/60-Judl. II) dated the 16th June, 1960, published at pages 233-237 of the *Gazette of India Extraordinary*, Part II—Section 3—Sub-Section (i), dated the 16th June, 1960,—

at page 235 for "or" occurring in between the words "expiry" and "such" in line 3 of clause (b) of section 5, read "of".

[No. F. 5/3/60-J. II.]

K. R. PRABHU, Dy. Secy.

## MINISTRY OF TRANSPORT AND COMMUNICATIONS

(Department of Transport)

(Transport Wing)

## PORTS

*New Delhi, the 7th July 1960*

**G.S.R. 782.**—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes the following amendments to the Port of Kandla (Petroleum) Rules, 1955, the same having been previously published as required by sub-section (2) of the said section, namely:—

1. These rules may be called the Port of Kandla (Petroleum) (Amendment) Rules, 1960.

2. In the Port of Kandla (Petroleum) Rules, 1955, (hereinafter referred to as the said rules), in Part I, rule 13 shall be re-numbered as sub-rule (1) of rule 13 and the following sub-rule shall be inserted as sub-rule (2), namely:—

"(2) Vessels which have no arrangements, for working fire hoses, while discharging or loading petroleum in the harbour, shall have adequate fire extinguishing appliances so disposed that they can be put into immediate use, and, if the petroleum is dangerous petroleum, shall have their awnings furled.

NOTE.—The fire extinguishing appliances referred to in sub-rule (2) shall be of a pattern approved by the Officer appointed under rule 30 of the Petroleum Rules, 1937 and shall be fitted in positions approved by him";

(2) Rule 24 shall be re-numbered as sub-rule (1) of rule 24 and the following shall be inserted as sub-rules (2) and (3), namely:—

"(2) In the case of a vessel which is not equipped with its own power for discharging or loading petroleum and is also not discharging or loading with the assistance of the Booster pumping station on the shore, which such vessel has finished loading or unloading petroleum other than fuel oil, the pipe line and flexible hoses engaged shall be immediately emptied of petroleum by passing water through the line. The oily water shall be collected in the tanks of such vessel or in drums; and in the latter case the drums with their contents shall be immediately removed from the port area. All due precautions shall be taken at all times to prevent any escape of petroleum or oily water into the Kandla harbour waters.

(3) The flexible armoured hoses and metal pipes engaged in loading or discharging dangerous petroleum or non-dangerous petroleum in bulk shall be disconnected after flushing, before sunset or after sunrise only; and all due precautions

shall be taken to avoid the spillage of oil or oil mixed water on the wharves, jetties and landing places or in the Kandla harbour waters

NOTE—Sub-rule (3) shall apply to those vessels which discharge or load dangerous petroleum or non-dangerous petroleum through pipe lines by means of their own power and which flush the pipe lines in conformity with sub-rule (1) above”.

(3) In the said rules, in Part II—

(1) For rule 4 the following rule shall be substituted namely —

“(1) (a) Where adequate electric lighting is installed and rule 105 of the Petroleum Rules 1937 is complied with, tank ships and barges which have commenced the discharge into storage tanks on shore, or loading their own tanks, of dangerous petroleum in bulk before sunset, may continue the said discharge or loading even after sunset

(b) Should anything occur during discharging or loading dangerous petroleum after sunset which necessitates a repair or disconnection of the plant, pipes or connections, such discharging or loading shall be discontinued until after the following sunrise

(c) Save as provided by clause (a) dangerous petroleum shall not be discharged or loaded between the hours of sunset and sunrise

(2) Bulk oil vessels which conform to the requirements of Appendix ‘C’ to these rules, may in special circumstances, be permitted to discharge by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms but bulk oil vessels not so conforming shall necessarily discharge by availing the shore pumping facilities

(3) In bulk oil vessels conforming with Appendix ‘C’ to these rules and having the cargo pump driven by electric motor, the electric motor shall be of approved design and its connections shall be isolated from the cargo pump by a gas-tight bulk head of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulk head

NOTE—Before any bulk oil vessel is permitted to discharge dangerous petroleum under its own power as mentioned in rule 4 above, special permission shall be obtained from the Conservator or any other officer authorised by him in this behalf”;

(2) For rule 17 the following rules shall be substituted, namely —

“17 (1) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank covers or for connecting and disconnecting the flexible armoured hoses and metal pipes nor shall any chipping of iron rust or paint be carried on in the vicinity during the loading or discharge of dangerous petroleum

(2) Foot wear which exposes any iron or steel shall not be worn on the deck of any vessel while the loading or discharging of dangerous petroleum is proceeding

**18 Fires and lights not to be used on quay**—Fires and lights other than electric filament lamps and/or self-contained electric lamps, heaters, cookers or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour, shall not be used upon the quay upon which dangerous petroleum is being landed or loaded, or upon which dangerous petroleum is lying

**19 Red Flag or Red Light exhibited on Oil Jetty, Pier.**—Whilst a bulk oil vessel is actually engaged in discharging or loading dangerous petroleum or cleaning her tanks or ventilating vapour from opened tanks at the oil Jetty a red flag by day or a red light by night shall be exhibited on the flagstaff near the landing steps

No steam launch or vessel having fires, lights or persons smoking on board shall be allowed within 100 yards of such bulk oil vessel or alongside the Pier while this signal is exhibited

**20 Distance between ships**—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another unless in the opinion of the Deputy Conservator, it is impracticable to maintain such distance

21. **Superintendence.**—For the safer loading and unloading or dangerous petroleum and for the prevention of accident by fire or explosion the Port Administration may appoint a person or persons to superintend and enforce the observance of these rules during the discharge or loading of dangerous petroleum and the owner of the vessel shall be liable to pay to the Port the reasonable expenses of such superintendence. Such superintendence shall not attach any legal liability to or constitute the acknowledgement by the Port that the rules have been observed and shall not release the owner or Master of the vessel from responsibility for failing to observe the rules.

22. **Inspection.**—The owner shall, when so required by the Deputy Conservator, or other official authorised by the Port authority, afford every reasonable facility to enable such person to ascertain whether these rules are duly observed".

[No. F. 2B-PG(86)/58.]

K. BALAKRISHNAN, Under Secy.

(Department of Transport)

(Transport Wing)

New Delhi, the 8th July 1960

PORTS

**G.S.R. 783.**—In exercise of the powers conferred by sections 5 and 6 of the Bombay Landing and Wharfage Fees Act, 1882 (Bombay Act No. 8 of 1882), as applied to the Port of Kandla in the Ministry of Transport notification No. 14-P(89)/49-I, dated the 29th June, 1950, the Central Government hereby directs that with effect from the 15th July, 1960 the following further amendments shall be made in the table of wharfage charges under chapter I Scale 'A', published with the notification of the Ministry of Transport No. 3-PII(137)/54-I, dated the 1st October, 1955, namely:—

In the said table, for the entries relating to items at serial Nos. 12, 24, 26, 29, 35, 49, 61, 64 and 73, the following entries shall be substituted, namely:—

S.No.	Particulars of goods.	Unit	Rate
			Rs. n.P.
12	Bones, crushed, uncrushed, meal dust and sinews . . . . .	20 Cwt.	2 50
24	Cocoanuts . . . . .	20 Cwt.	2 00
26	Copra . . . . .	20 Cwt.	2 50
29	Cotton seeds . . . . .	20 Cwt.	1 50
35	Fertilisers including Sulphate of ammonia, N.O.R. . . . .	20 Cwt.	2 50
49	Heavy lifts:		
	(i) Exceeding 1 ton but not exceeding 3 tons	20 Cwt.	4 50
	(ii) Exceeding 3 tons but not exceeding 5 tons	20 Cwt.	5 50
	(iii) Exceeding 5 tons but not exceeding 10 tons	20 Cwt.	6 50
	(iv) Exceeding 10 tons	20 Cwt.	10 00
61	Oils, Vegetable and hydrogenated . . . . .	20 Cwt.	3 00
64	Piece goods, all sorts, cuttings of fents . . . . .	50 Cft.	3 00
73	Seeds, oil . . . . .	20 Cwt.	1 50

[No. F. 2B-PG(29)/57.]

Miss I. INDIRA, Under Secy.

## (Departments of Communications &amp; Civil Aviation)

*New Delhi, the 11th July 1960*

**G.S.R. 784.**—The following draft of certain further amendments to the Indian Aircraft Rules, 1937, which the Central Government proposes to make in exercise of the powers conferred by section 5 of the Indian Aircraft Act, 1934 (22 of 1934), is published, as required by section 14 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after 10th October, 1960.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified, will be considered by the Central Government.

*Draft Amendments*

In the said Rules,—

(1) For sub-rule (i) of rule 3, the following sub-rule shall be substituted, namely:—

"3. *Definitions and Interpretation.*—(1) In these rules, unless there is anything repugnant in the subject or context,—

"Aerial work aircraft" means an aircraft used for an industrial or commercial purpose or any other remunerative purpose but does not include an aircraft used for public transport;

"Aerodrome" means any definite or limited ground or water area intended to be used, either wholly or in part, for the landing or departure of aircraft, and includes all buildings, sheds, vessels, piers and other structures thereon or appertaining thereto;

"Aerodrome light" means any light exhibited at an aerodrome for the purpose of assisting the navigation or manoeuvres of an aircraft or of signalling to or from an aircraft;

"Aerodyne" means an aircraft whose support in flight is derived dynamically from the reaction on surfaces in motion relative to the air, and includes all aeroplanes, helicopters, gyroplanes, gliders and kites;

"Aeroplane" means a mechanically driven aerodyne supported by aerodynamic reactions on surfaces remaining fixed under the same conditions of flight;

"Aerostat" means an aircraft supported in the air statically and includes all airships and balloons;

"Aircraft" means any machine which can derive support in the atmosphere from reactions of the air, and includes balloons whether fixed or free, airships, kites, gliders and flying machines;

"Airship" means a mechanically driven aerostat having means of directional control;

"Air transport service" means a service for the transport by air of persons, mails or any other thing, animate or inanimate, for any kind of remuneration whatsoever, whether such service consists of a single flight or a series of flights;

"Amphibian" means an aeroplane capable normally of taking off from and alighting on either land or a solid platform or water;

"Balloon" means an aerostat not provided with mechanical means of propulsion;

"Contracting State" means any State which is for the time being a party to the Convention on International Civil Aviation concluded at Chicago on December 7, 1944, and any amendment which may be made thereto under the provisions of Article 94 thereof;

"Co-pilot" means a licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;

"Corporation" means either of the Corporations established under the Air Corporations Act, 1953 (27 of 1953);

"Course" or "Heading" means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (True, Magnetic or Compass);

"Dangerous goods" means any goods, whether explosives or not, which by reason of their nature are likely to endanger the safety of aircraft or persons or things on board the aircraft;

"Director-General" means the Director-General of Civil Aviation;

"Dual Flight time" means flight time during which a person is receiving flight instruction from a pilot on board the aircraft;

"Export" means taking out of India;

"Flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during flight time;

"Flight time" means the total flight time from the moment the aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of flight;

NOTE.—Flight time as herein defined is synonymous with the term "block to block" time, or "chock to chock" time in general usage which is measured from the time the aircraft moves from the loading point until it stops at the unloading point;

"Flight time in a glider" means the total time occupied in flight, whether towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

"Flight time in free flight" includes flight time in a glider when it is not being towed;

"Flying machine" means a mechanically driven aerodyne, and includes all aeroplanes, helicopters and gyroplanes;

"Glider" means an aerodyne supported in flight by aerodynamic reactions on surfaces remaining fixed under the same conditions of flight and not provided with mechanical means of propulsion;

"Government aerodrome" means an aerodrome which is maintained by or on behalf of the Government;

"Helicopter" means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more power driven rotors on substantially vertical axes;

"Import" means bringing into India;

"Instrument time" means the instrument flight time or the instrument ground time;

"Instrument flight time" means the time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points;

"Instrument ground time" means the time during which a pilot is practising, on the ground, simulated instrument flight on a mechanical device approved by the Director-General;

"Landing area" means that part of an aerodrome reserved for the departure or landing of aircraft;

"Making way" An aircraft is said to be "making way" when, under way in the air or on the surface of the water, it has a velocity relative to the air or water respectively;

"Military aircraft" includes naval, military and air force aircraft, and every aircraft commanded by a person in naval, military or air force service detailed for the purpose;

"Normal flight" means flight comprising climbing, horizontal flight, turning and descending, provided, however, that it does not entail abrupt variations in height, or in the attitude of the aircraft;

"On the surface of the water" An aircraft is deemed to be "on the surface of the water" so long as any portion of it is in contact with the water;

"Operator" means a person, organisation or enterprise engaged in or offering to engage in aircraft operation;

"Passenger aircraft", "mail aircraft" and "goods aircrafts" means aircraft which effect public transport of passengers, mails or goods respectively.

- "Personnel" in relation to any aircraft means the person in charge, the pilot, the navigator, the engineer, and all other members of the crew;
- "Petroleum in bulk" means petroleum contained in receptacle exceeding two hundred gallons in capacity;
- "Pilot-in-command" means the pilot responsible for the operation and safety of the aircraft during flight time;
- "Private aircraft" means all aircraft other than aerial work aircraft or public transport aircraft;
- "Prohibited area" means an area over which the navigation of aircraft is prohibited under rule 12;
- "Public transport" means all carriage of persons or things effected by aircraft for a remuneration of any nature whatsoever, and all carriage of persons or things effected by aircraft without such remuneration if the carriage is effected by an air transport undertaking;
- "Public transport aircraft" means an aircraft which effects public transport;
- "Rating" means an authorisation entered on a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence;
- "Rendering a licence valid" means the action taken as an alternative to issuing a licence, in accepting a licence issued by any other Contracting State as the equivalent of an Indian licence;
- "Scheduled air transport service" shall have the same meaning as in the Air Corporations Act, 1953 (27 of 1953);
- "Seaplane" means an aeroplane capable normally of taking off from and alighting solely on water;
- "Solo flight time" means flight time during which a pilot is the sole occupant of an aircraft;
- "State aircraft" includes military aircraft and aircraft exclusively employed in the service of the Government, such as posts, customs, police;
- "Subsequent aircraft" means an aircraft which is constructed in accordance with the design and specification of a type of aircraft, which has been approved or accepted by the Central Government for the issue of a certificate of airworthiness;
- "Take off" includes all the successive positions of an aerodyne from the moment it moves from rest until the moment of starting normal flight;
- "To land" is the action under normal conditions of making contact with the ground or a solid platform or water by an aircraft equipped for this purpose;
- "To pilot" means to manipulate the flight controls of an aircraft during flight time;
- "Type of aircraft" means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics;
- "Under control" an aircraft is said to be "under control" when it is able to manoeuvre as required by these rules;
- "Visible" as applied to lights means visible on a dark night with a clear atmosphere.

(2) For rule 6, the following rules shall be substituted, namely:—

"6. *Licensing of personnel.*—Every aircraft shall carry and be operated by the personnel prescribed in Part V of these rules and such personnel shall be licensed in the manner prescribed in that Part and in Schedule II:

Provided that in the case of an aircraft not registered in India, such personnel shall be licensed in accordance with the regulations in force in the State in which the aircraft is registered:

Provided further that a trainee pilot who is learning to fly may fly without a licence any aircraft of an all-up weight not exceeding 1500 kgs., if (a) the aircraft is fitted with dual controls, (b) a flight instructor is carried on board, (c) prior notice of the flight is given to the



persons in charge of the aerodrome from which the flight is made and (d) no other person is carried on board the aircraft.

6A. *Type of Aircraft to be included in rating.*—No person shall fly as pilot of an aircraft which is not included or entered in the aircraft rating of his licence, except as provided in rule 6B.

6B. *Flights to qualify for extension of a licence.*—The holder of a pilot's licence may fly within the Indian territory as pilot of an aircraft of type which is not included in the aircraft rating of his licence for the purpose of qualifying for the inclusion of such type:

Provided that when he is so flying, no person shall be carried on board the aircraft unless he is:—

- (a) a person required by the rules to be carried as a member of the operating crew, or
- (b) a person who is flying, with the consent of the operator of the aircraft, for the purpose of being trained as a member of the operating crew, or
- (c) a person whose presence may be required on board the aircraft for the purpose of imparting or supervision of training, or conducting a flight test, or
- (d) a person who may be specially authorised by the Director General:

Provided further that such flights are carried out within 5 nautical miles of a licensed aerodrome or a Government aerodrome, and prior notice of the flight is given to the person in charge of the aerodrome from which the flight is made."

(3) For sub-rule (3) of rule 19, the following sub-rule shall be substituted, namely:—

"(3) If the Central Government is satisfied that there is sufficient ground for doing so or, in the case of suspension during investigation that suspension is necessary in the public interest, it may, for reasons to be recorded in writing,—

- (a) suspend any certificate, rating or licence, or any or all of the privileges of any certificate, rating or licence, for any specified period;
- (b) suspend any certificate, rating or licence during the investigation of any matter;
- (c) cancel any certificate, rating or licence; or
- (d) endorse any adverse remarks on any certificate, rating or licence.

NOTE.—The decision of the Central Government as to whether any ground constitutes sufficient ground for suspension of the certificate, rating or licence in the public interest under this sub-rule shall be final and binding."

(4) In rule 20, for the words and figures, "Rules 5, 6, 7, 12, 15, 17, 19 and 25 shall not apply to gliders", the following shall be substituted, namely:—

"Rule 7 shall not apply to gliders".

(5) In rule 28, for the words 'an aircraft' wherever they occur the words 'a flying machine' shall be substituted.

(6) For rule 38, the following rule shall be substituted, namely:—

"38 *Licensing Authority:* The authority by which the licences and ratings specified below may be granted, renewed or varied shall be the Central Government, which may withhold the grant or renewal of a licence or a rating, if for any reason it considers it desirable to do so:

- (a) Student Pilot's Licence (for aeroplanes, helicopters and gliders),
- (b) Private Pilot's Licence (for aeroplanes and helicopters),
- (c) Commercial Pilot's Licence (for aeroplanes and helicopters),
- (d) Senior Commercial Pilot's Licence (for aeroplanes),
- (e) Airline Transport Pilot's Licence (for aeroplanes),
- (f) Instrument Rating,
- (g) Assistant Flight Instructor's Rating (Aeroplanes),
- (h) Flight Instructor's Ratings (for aeroplanes, helicopters and gliders),

- (j) Glider Pilot's Licence,
- (j) Student Navigator's Licence,
- (k) Flight Navigator's Licence,
- (l) Student Flight Engineer's Licence,
- (m) Flight Engineer's Licence,
- (n) Flight Radio Telephone Operator's Licence,
- (o) Flight Radio Operator's Licence."

(7) After rule 38, the following rule shall be inserted, namely:

"38A *Carriage of operating crew*: Subject to the provisions of rules, 6, 6A and 6B, every aircraft registered in India shall comply with such of the following requirements in respect of the personnel which it carries and by which it is operated as are applicable to the aircraft and type of operation concerned, namely:—

1. *Pilot*.—(a) *Private Aircraft*.—Every private aircraft shall be flown by a person holding a valid pilot's licence issued in accordance with Schedule II:

Provided that:

- (i) a private aircraft shall not be flown by a person holding a Student Pilot's licence;
- (ii) a private aircraft shall not be flown by a person holding a Private Pilot's licence for remuneration or hire of any kind;
- (iii) a private aircraft carrying passengers at night, shall not be flown by a person holding a Private Pilot's licence, without having a valid Night Rating.

(b) *Public Transport and Aerial Work Aircraft*.—Every public transport or aerial work aircraft shall be flown by a person holding an appropriate professional pilot's licence i.e., a Commercial, Senior Commercial or Airline Transport Pilot's licence issued in accordance with Schedule II:

Provided that an aircraft which is the property of, or is being used by, a duly constituted flying club may be flown by a person holding a Student or Private Pilot's licence for the purpose of receiving instructions or of qualifying for renewal of a licence or for issue of a higher category of licence:

Provided further that an aircraft which is the property of or is being used by, a duly constituted flying club and which carries a member of the club otherwise than for the purpose of instructing such member in flying shall not, for the purpose of this rule, be deemed to be flown for public transport; if however, in respect of such carriage payment is made, either directly or indirectly, to the pilot of the aircraft or the pilot of the aircraft is a paid employee of the flying club, the aircraft shall be deemed to be flown for public transport.

(2) *Flight Instructor or Assistant Flight Instructor*.—(a) Every aircraft which is being used for the purpose of giving dual instruction in piloting shall carry a person holding an appropriate professional pilot's licence, that is, a Commercial, Senior Commercial or Airline Transport Pilot's Licence or a Glider Pilot's licence, as the case may be, which has an appropriate Flight Instructor's or Assistant Flight Instructor's rating issued in accordance with Schedule II.

(b) No person other than a person having a Flight Instructor's or Assistant Flight Instructor's Rating shall impart instructions in piloting an aircraft

(3) *Flight Navigator*.—Every public transport aircraft engaged on a flight without landing over a great circle distance of more than 500 nautical miles, shall carry on board a Flight Navigator licensed in accordance with Schedule II, if the total distance between any two consecutive radio navigational fixing aids located within 40 nautical miles of the route of the proposed flight and capable of being used by the aircraft is more than 500 nautical miles:

Provided that the Director General may require a Flight Navigator to be carried on board an aircraft on any flight.

(4) *Flight Engineer*.—Where a Flight Engineer is required to be carried on board an aircraft under paragraph (7), he shall be a person holding the appropriate licence in accordance with Schedule II.

(5) *Flight Radio Operator*.—An aircraft which is required to be equipped with radio apparatus in accordance with rule 63 in Part VII shall carry, in addition to the pilot and whether or not it participates in the international service of public transport, a person holding a Flight Radio Operator's licence, issued in accordance with schedule II, to operate radio apparatus on such aircraft:

Provided that the Director General may, for such period and subject to such terms and conditions as he may determine, permit the operation of radio apparatus in any aircraft by a person holding a Flight Radio Telephone Operator's licence.

(6) *Flight Radio Telephone Operator*.—An aircraft which is equipped or required to be equipped with radio apparatus in accordance with rule 63 in Part VII and which communicates by radio telephony, shall carry a person holding a Flight Radio Telephone Operator's licence issued in accordance with schedule II, to operate radio apparatus on such aircraft.

(7) *Minimum crew for any flight*.—The number and description of the members of the operating crew on any flight of an aircraft registered in India shall be:—

- (a) if a certificate of airworthiness in respect of the aircraft is in force, at least the number and description of persons specified as the minimum operating crew for that aircraft in the certificate of airworthiness;
- (b) if no certificate of airworthiness in respect of the aircraft is in force, but a certificate of airworthiness in respect of that aircraft has previously been in force, at least the number and description of persons specified as the minimum operating crew in the certificate of airworthiness last in force in respect of that aircraft;
- (c) if no certificate of airworthiness in respect of the aircraft is or has been in force and the aircraft is a series aircraft conforming with a prototype or prototype (modified) aircraft in respect of which a certificate of airworthiness has been issued, at least the number and description of persons specified as the minimum operating crew in that certificate of airworthiness;
- (d) in all other cases, as least such number and description of persons, sufficient to ensure the safety of the aircraft as may be approved by the Director General".

(8) Rule 39 shall be omitted.

(9) For rule 39A, the following rule shall be substituted, namely:—

"39A. *Disqualification from holding or obtaining a Licence*.—(1) Where the licensing authority is satisfied, after giving him an opportunity of being heard, that any person—

- (a) is a habitual criminal or is habitually intemperate in the use of alcohol, or is an addict of narcotics, drugs and the like, or
- (b) is using, has used or is about to use an aircraft in the commission of a cognizable offence or in contravention of these rules, or
- (c) has, by his previous conduct as member of the crew of an aircraft, shown that he is irresponsible or is likely to endanger the safety of the aircraft or any person or thing carried therein, or of other aircraft or persons or things on the ground,

the licensing authority may, for reasons to be recorded in writing, make an order disqualifying that person for a specified period from holding or obtaining a licence.

(2) The Central Government may debar a person permanently or temporarily from holding any licence mentioned in rule 38 if in its opinion it is necessary to do so in the public interest.

(3) Upon the issue of any order under sub-rule (1) or sub-rule (2), the person affected, if he is the holder of a licence, shall forthwith surrender his licence to the licensing authority, if the licence has not already been surrendered. The licensing authority shall keep the licence until the expiry of the period for which the person has been disqualified or debarred or if he has been debarred permanently, for a period of 5 years."

(10) For rule 39B, the following rule shall be substituted, namely:—

**"39B. Medical Standards.**—(1) No licence or rating required for any of the personnel of the aircraft referred to in rule 38 shall be issued or renewed unless the applicant undergoes a medical examination with an approved medical authority and satisfies the medical standards as notified by the Director General:

Provided that any licence issued before the 1st April 1956, may be renewed if the holder satisfies the medical standards applicable as on the 31st March 1956, but any licence so renewed shall not be valid for international flights:

Provided further that the benefit of renewal under the fore-going proviso shall not be available if it had expired more than three years before it is sought to be renewed:

Provided further that, in the case of a member of the operating crew of an aircraft engaged in public transport or aerial work who is on duty in the territory of a foreign country where medical centres recognised by the Director General do not exist, the Director General may renew the licence or rating for two consecutive periods of three months each without the candidate having successfully undergone the prescribed medical examination if such candidate produces a medical certificate from a registered practitioner in modern medicine declaring his fitness in accordance with the prescribed medical standards.

(2) The Director General may require a member of any flight crew to undergo a medical examination by any Medical Authority at any time, if, in his opinion, such examination is necessary in the interest of safety of operations."

(11) For rule 41, the following rule shall be substituted, namely:—

**"41. Proof of competency.**—Applicants for licences and ratings shall produce proof of having acquired the flying experience and having passed satisfactorily the tests and examinations specified in Schedule II in respect of the licence or rating concerned:

Provided that a person who is a qualified pilot from the Indian Air Force and who produces satisfactory evidence to show that he possesses the necessary flying experience, competency and standards of physical fitness as required under these rules may be exempted from all or any of the flying tests and from medical or other technical examinations (a) by the Director General, in respect of the issue of private Pilot's and Commercial Pilot's licences, and (b) by the Central Government, in respect of the issue of the Senior Commercial and Airline Transport Pilot's licences:

Provided further that a person to whom a licence of a particular class has been issued by the competent authority in a contracting State may be exempted by the Director General from all or any of the flying tests or technical examinations required for issue of a licence if his flying experience and competency are not less than the flying experience and competency laid down in Schedule II in respect of the corresponding licence under these rules. If he is the holder of a current licence, he may be further exempted from medical examination for the period for which his licence is current:

Provided further that in the case of a licence issued under any of the preceding provision, only such type or types of aircraft shall be entered in the aircraft rating of the licence as in the opinion of the Director General the applicant has sufficient and satisfactory experience and competency to fly:

Provided further that the Director General may, on examination of the syllabi determine the relative equivalence of technical examinations for granting exemptions to applicants from passing the examinations required under Schedule II."

Provided further that the Director-General may require any candidate, training establishment or operator to produce for examination all

relevant training records, including the syllabii, certificates, mark-sheets, flight-test reports, assessments, etc., in respect of the candidate who has undergone a course of training, examination or flight-test, etc., with such training establishment or operator.

(12) After rule 41, the following rule shall be inserted, namely:—

"41A. *Checks, Tests and Examinations.*—(1) The Director General may conduct examinations specified in Schedule II, may fix examination centres within India, appoint invigilators and lay down the procedure for conducting the examinations.

(2) The Director General may appoint Examiners for carrying out flying tests and technical examinations required under Schedule II and may also appoint a Board to conduct oral examinations when necessary.

(3) The Director General may determine the manner in which the proficiency checks shall be carried out and may approve check pilots and examiners for this purpose. He may require their reports to be submitted to him in respect of any flying test on any aircraft for which an aircraft rating is desired on a licence or which is entered in the aircraft rating of the licence and the renewal of which is desired or for checking proficiency at any time in respect of any aircraft included in the aircraft rating of the licence.

(4) The Director General may debar permanently or temporarily a candidate from any flying test or examination if, in his opinion, the applicant has adopted unfair means during the test or examination.

(5) The Director General may declare any flying test or examination conducted by a Check Pilot or an Examiner or a Board, null and void, if in the opinion of the Director General the test or the examination has not been carried out to his satisfaction, and require the test or examination to be carried out again by another Check Pilot or Examiner or a Board. The Director General may also take such action against the Check Pilot or Examiner as he may deem fit under rule 19.

(6) If a licence holder or a candidate for a licence or rating has failed in any flying test subsequent to any flying test successfully undergone by him for issue or renewal of the licence or rating, the previous test as far as it is affected by the subsequent flying test in which he has failed, will be considered invalid from the date of the subsequent test and the privileges accruing as a result of such earlier test shall be deemed to have been withdrawn.

(7) Detailed syllabii for the technical examinations for the issue of flight crew licences and ratings shall be laid down by the Director General".

(13) For rule 42 the following rule shall be substituted, namely:—

"42.—*Licences and their renewal.*—(1) The Licences and ratings mentioned in Rule 38 may be issued or renewed for any period not exceeding the period specified in Schedule II in respect of each licence or rating:

Provided that if, on the date of application for renewal, the licence or rating had expired for the periods specified below, the applicant may be required to qualify in or complete the examinations and tests specified against them and such other examinations and tests as the Director General may consider necessary to demonstrate the applicant's competency to hold that licence or rating:

(a) for a period exceeding 2 years but not exceeding 3 years. —Air Regulation and tests of skill,

(b) for a period exceeding 3 years. —All examinations and tests required for the issue of the licence or rating:

Provided further that the Director-General may, before the renewal of a licence or a rating, require an applicant to satisfy all or any of the requirements for the issue of a licence or a rating of the same class,

if, in the opinion of the Director-General, the competency of the applicant is below the standard required for the licence or rating:

Provided further that, in the case of a pilot or a flight engineer, the Director-General may, when renewing a licence or a rating, delete any type of aircraft entered in the aircraft rating if he is satisfied that the holder of the licence does not have reasonable recent flying experience or does not possess the required standard of competency on that type of aircraft.

(2) The holder of a licence shall not exercise the privileges of his licence without undergoing successfully a fresh medical examination in the event of his having—

- (a) a sickness or injury involving incapacity for a period of fifteen days or more for the work for which he is licensed; or
- (b) an injury sustained in an accident occurring during the exercise of the privileges of his licence or otherwise and which is likely to cause incapacity or impair his efficiency in the discharge of his duties.

The licence holder or his employer shall immediately notify all the relevant details of the sickness or injury to the Director-General.

(3) The licence of a person disqualified under sub-rule (2) shall be deemed to be invalid until the holder passes a fresh medical examination.

(4) The holder of a licence shall not exercise the privileges of his licence during any period when he is aware that his physical condition has deteriorated below the standard required for that category of licence.

(14) Rule 43 shall be omitted.

(15) For rule 47, the following rule shall be substituted, namely:—

"47. *Minimum age for holding a Licence.*—The minimum age of a person who is otherwise qualified and to whom a licence can be granted shall be as laid down in Schedule II".

(16) For rule 48, the following rule shall be substituted, namely:—

"48. *Fees and other Charges.*—(1) The following fees shall be paid for the issue, renewal, validation or revalidation of licences and ratings or the issue of duplicate licences and for the tests and examinations laid down in these rules for such licences and ratings.

Description of Licence/rating	Fee for Technical examina- tions	Fee for issue, vali- dation, renewal or re-valida- tion and issue of duplicates
		Rs.
1. Student pilot's Licence . . . . .	10	5
2. Private pilot's Licence . . . . .	10	5
3. Commercial pilot's Licence . . . . .	20	10
4. Senior Commercial Pilot's Licence . . . . .	30	10
5. Airline Transport Pilot's Licence . . . . .	30	10
6. Instrument Rating . . . . .	15	5
7. Assistant Flight Instructor's Rating . . . . .	10	5
8. Flight Instructor's Rating . . . . .	15	5
9. Extension of aircraft rating for each type . . . . .	5	5
10. Glider Pilot's Licence . . . . .	5	5
11. Student Navigator's Licence . . . . .	30	5
12. Flight Navigator's Licence . . . . .	30	10
13. Student Flight Engineer's Licence . . . . .	30	5
14. Flight Engineer's Licence . . . . .	30	10
15. Flight Radio Telephone Operator's Licence (Provisional) . . . . .	10	5
16. Flight Radio Telephone Operator's Licence . . . . .	10	10
17. Flight Radio Operator's Licence—Provisional . . . . .	20	5
18. Flight Radio Operator's Licence . . . . .	20	10

- (2) For all the flying tests, the candidate shall be required to provide the aircraft and bear all charges in respect of the flight. If a Government examiner is carried on board, during the flying tests, a fee at the rate of Rs. 10/- per hour or part of an hour so flown, shall be paid to the Central Government.
- (3) The fees for the medical examinations conducted by the official Medical Board shall be as prescribed and notified by the Director General.
- (4) Every application for technical examination or the issue, validation, renewal or revalidation of licences and ratings or the issue of duplicate licences and ratings shall be accompanied by a Treasury Receipt for the prescribed fee.
- (5) When in any case the licence or rating is not issued, validated, renewed or revalidated or a duplicate licence or rating is not issued, the Central Government may order the refund to the applicant of a proportionate part of the sum paid as fee."
- (17) Sub-rule (5) of rule 67 shall be omitted.
- (18) After rule 67, the following rules shall be inserted, namely:—

"67A. *Log books of Flight Crew Personnel and logging of Flight time.*—

  - (1) Every member of the Flight Crew licensed under these rules shall maintain a personal log book, in the form prescribed by the Director General, and all flight times shall be logged therein.
  - (2) All entries in log books shall be made in ink.
  - (3) Log books shall be preserved for not less than 5 years after the date of the last entry therein.
  - (4) Every member of the Flight Crew shall certify the accuracy of the entries in his log book with respect to flight time at least at the end of each calendar month. The Pilot-in-command during dual instruction shall certify entries with respect of flight time during such dual instruction. At the end of every quarter in a year, that is at the end of March, June, September and December, log books shall be certified for correctness of entries therein.
    - (a) by competent authorities, such as, the Operations Manager, Deputy Operations Manager, or Chief Pilot of the Company or Corporation concerned, in the case of professional pilots,
    - (b) by the Chief Flying Instructor, in the case of members of the Club, and
    - (c) by Aerodrome Officers, Assistant Aerodrome Officers or such other officers as may be designated by the Director General, in the case of all other persons.
  - (5) Flight time during which a pilot is under dual instruction shall be entered in his log book as "dual" and the pilot giving instruction shall make entries in the log book of the pilot under instruction showing the nature of the instruction given.
  - (6) Flight time spent in performing under supervision of a pilot-in-command, the duties and functions of a pilot-in-command may be logged as pilot-in-command provided the person is entitled and authorised to fly in command of that type of aeroplane by virtue of the ratings and privileges of his pilot's licence. In all other cases, such flight time shall be logged as co-pilot with appropriate indication in the remarks column.
  - (7) The holder of a Student Pilot's licence may log as pilot-in-command only that portion of the flight time during which he is the sole occupant of an aircraft, provided that, in the case of an aircraft which requires more than one pilot in accordance with sub-rule (7) of rule 38-A and rule 6B, he may log as Pilot-in-command that portion of the flight time during which he acts as pilot-in-command of the aircraft.
  - (8) The holder of a Private Pilot's licence may log as pilot-in-command only the flight time during which he acts as pilot-in-command.
  - (9) The holder of a commercial, Senior Commercial or Airline Transport Pilot's licence may log as pilot-in-command the flight time during which he acts as pilot-in-command. He shall log as co-pilot the flight time during which he acts as co-pilot.

- (10) A Flight Instructor may log as pilot-in-command the flight time during which he acts as an Instructor but the log entries shall indicate in the remarks column that the flight time was flown as an Instructor.
- (11) Instrument flight time may be logged by the pilot manipulating the controls of an aircraft in flight only when the aircraft is flown solely by reference to instruments, either under actual or simulated instrument flight conditions. Over--the-top flying shall not be logged as instrument flying time.
- (12) Instrument ground time may be logged in full by the pilot while flying solely by reference to instruments, in any recognised synthetic device which simulates instrument flight conditions.
- (13) A pilot who acts as Examiner or check Pilot may log as pilot-in-command the flight time during which he so acts, provided he is entitled and authorised to fly in command of that type of flying machine by virtue of the ratings and privileges of his pilot's licence.
- (14) A flight Navigator shall log the flight time as a Flight Navigator during which he is engaged in actual navigational duties. Flight time during which a Flight Navigator performs actual navigational duties under supervision of a licensed Flight Navigator shall be logged as a Flight Navigator with the indication "under supervision" in the remarks column.
- (15) A Flight Engineer shall log the flight time as a Flight Engineer during which he is engaged in actual Flight Engineer's duties. Flight time during which a Flight Engineer performs actual Flight Engineer's duties under supervision of a licensed Flight Engineer shall be logged as a Flight Engineer with the indication "under supervision" in the remarks column.
- (16) A Flight Radio Telephone Operator/a Flight Radio Operator shall log the flight time as Flight Radio Telephone Operator/Flight Radio Operator as the case may be, during which he actually performs the duties of a Flight Radio Telephone Operator/Flight Radio Operator.
- 67.B: No person shall destroy, mutilate, alter or render illegible any entry made, or wilfully make or procure or assist in the making of any false or fraudulent entry in or omission from any log book referred to in rules 67 and 67-A."
- (19) For Schedule II, the following Schedule shall be substituted, namely:—

#### SCHEDULE II

(See Rule 6 and part V)

#### SECTION A

#### GENERAL

1(a) The evidence normally required as proof of flying experience shall consist of the production of a personal Log Book certified by the appropriate authority specified in sub-rule (4) of rule 67A, or of a certified extract therefrom in the form which may be prescribed by the Director General. Such flying experience shall be to the satisfaction of the Director General.

1(b) Flying experience required for issue of Private Pilots' and Commercial Pilots' Licences shall be acquired under the supervision of a Flight Instructor and shall be on aircraft having valid Certificates of Airworthiness, maintained in accordance with rules 57 to 60 of the Indian Aircraft Rules, 1937, and entered in the Aircraft Rating of Pilot's licence currently held by him.

2. The evidence of air navigation experience required in para. 1(b) of Section O of this Schedule must be produced in the form of personal log book, certified by a specified authority, or a certified extract therefrom in the prescribed form and navigation logs, charts and working of astronomical observations. Such air navigation experience shall be to the satisfaction of the Director General.

3. Flight by night for the purpose of this Schedule, except where otherwise stated, means flight performed between the period of half an hour after sunset and one hour before sunrise.

4. A cross country flight for the purpose of this Schedule except sections B and C and where otherwise stated means a flight of not less than 100 nautical miles from the aerodrome from which the flight started, whether over land or sea.



5. The flying tests prescribed in this schedule may be carried out in any order. In each flying test, unless otherwise specified, an approved examiner shall be on board the aircraft. A barograph shall be carried on all flying tests, carried out in gliders, helicopters and single-engined aircraft, unless exempted by the Director General.

6. The technical and other examinations together with other requirements for a licence or rating under this Schedule, must be completed within a period of two years immediately preceding the date of application for licence or rating unless otherwise specified.

7. Notwithstanding what has been stated in para. 6 above, the Technical examinations in aircraft and engines for inclusion of a type of aircraft in the aircraft rating of a licence under this Schedule shall have been completed within a period of 12 months immediately preceding the date of application.

8. An applicant who fails to pass in any subject of the Technical examinations specified in para. 1 under "knowledge" of relevant sections of this Schedule, in three attempts will be required to take the whole examination again.

9. An applicant who fails in any subject of the technical examinations specified in this Schedule, shall not be permitted to appear for re-examination within a period of three months or such lesser period as may be specified by the Director General.

10. The candidates shall, on demand by the Examiners, furnish, before each test, proof of identity.

11. (a) Application for issue/validation/renewal or revalidation of a licence and/or rating shall be made either to the Director General of Civil Aviation, New Delhi or to any other authority designated by him on a prescribed form.

(b) Such applications for the issue of licence or rating shall be accompanied by—

- (i) three unmounted passport size bust photographs of the applicant;
- (ii) necessary medical certificates, and examiner's reports where these have not been sent direct;
- (iii) treasury receipt for the payment of the prescribed fee;
- (iv) proof of age and any other particulars and information as required by the Director General.

## SECTION B

### STUDENT PILOT'S LICENCE

(For Aeroplanes, Helicopters or Gliders)

1. *Requirements for issue of Licence.*—An applicant for a Student Pilot's Licence shall satisfy the following requirements:—

- (a) *Age.*—He shall be not less than 16 years of age if he is an applicant for a Student Pilot's Licence for Gliders and not less than 17 years in other cases;
- (b) *Medical Fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from a registered medical practitioner after undergoing a medical examination, during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director General under Rule 39B;
- (c) *Knowledge.*—He shall pass an oral examination in the following subjects unless he has held a pilot's licence of a higher order:—
  - (i) *Air Regulations.*—including flight rules and air traffic control practices and procedures mainly pertaining to local and cross-country flights under Visual Flight Rules;
  - (ii) *Air Navigation.*—elementary principles of air navigation, including elementary knowledge of aeronautical maps, magnetism, magnetic compasses, simple navigational instruments and simple flight planning;
  - (iii) *Aviation Meteorology.*—elementary knowledge of meteorology;
  - (iv) *Aircraft & Engines.*—including elementary knowledge of aerodynamics and theory of flight, aircraft, engines, instruments and operating limitations pertaining to the type of aircraft concerned.

## NOTE:

1. The examination shall be conducted by a Board constituted and approved by the Director General.
  2. A candidate who has passed the examinations mentioned in paras. (i) & (iv) above will be deemed to satisfy the requirements in respect of knowledge for the issue of this licence.
  2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination. The licence shall lapse on the holder obtaining a pilot's licence of a higher order for the same category of aircraft.
  3. *Renewal*.—The licence may be renewed for a period not exceeding 12 months from the date of a fresh medical examination, subject to the total validity of the licence not exceeding 24 months from the date of issue.
  4. *Aircraft Rating*.—The licence shall indicate the types of aeroplanes or helicopters or gliders the holder is entitled to fly. Only those types of aircraft may be entered in respect of which the candidate has passed the examination in Aircraft and Engines mentioned in para. 1(c) above.
- Provided that in respect of aeroplanes, aircraft rating shall not include types of aeroplanes having an allup weight exceeding 1,500 kgs. except where a student pilot has previously held a higher order of pilot's licence for aeroplanes having aircraft rating on that type.
5. *Privileges*.—Subject to the validity of endorsements and ratings in the licence, the holder of a Student Pilot's Licence is entitled to fly within Indian territory only, as pilot-in-command of any aeroplane, helicopter or glider entered in the aircraft rating of his licence:

Provided that—

- (a) he shall fly at all times under the authority and supervision of a Flight Instructor or an Approved Examiner;
- (b) he shall fly under Visual Flight Rules only;
- (c) he shall not carry passengers, animals and goods or fly for hire, reward or remuneration of any kind;
- (d) he shall not undertake cross-country flights unless he has a minimum of 10 hours of solo flight time and has passed the examinations mentioned in sub-para. (c) (ii) & (iii) of para. 1 above.

NOTE.—Cross country flight in this section means a flight to a point beyond a radius of 15 miles from the aerodrome of departure.

## SECTION C

## PRIVATE PILOT'S LICENCE

## (Aeroplanes)

1. *Requirements for issue of Licence*.—An applicant for a Private Pilot's Licence shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 17 years of age;
- (b) *Medical Fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from a registered medical practitioner after undergoing a medical examination during which he shall have established his medical fitness, on the basis of compliance with the requirements as notified by the Director General under Rule 39B;
- (c) *Knowledge*.—He shall pass a written examination in the following subjects:—
  - (i) *Air Regulations*.—including flight rules, air traffic control practices and procedures and regulations concerning operation of private aircraft;
  - (ii) *Air Navigation*.—elementary principles, including elementary knowledge and use of aeronautical maps and charts, time, magnetic compasses, simple navigational instruments, radio aids, visual and D.R. navigation and simple flight planning;
  - (iii) *Aviation Meteorology*.—elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; elementary knowledge in reading meteorological charts and of

meteorological procedures relating to cross-country flights; salient features of India climatology.

(iv) *Aircraft & Engines*.—including elementary knowledge of aerodynamics and theory of flight, aircraft, engine, instruments, operating limitations, handling, care and preflight inspection. The examination shall also include questions pertaining to the type of aeroplane concerned;

(v) *Seamanship*.—Important abbreviations used in Admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ships and seaplanes; Uniform system of Buoyage; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable only to aircraft rating to include amphibians and seaplanes.

(b) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane not less than 40 hours of flight time, dual and solo which shall include:—

(i) not less than 20 hours of solo flight time;

(ii) not less than 5 hours of cross-country flight time, as the sole occupant of an aeroplane, including a round-trip flight to an aerodrome not less than 75 nautical miles distance from the point of departure and including not less than 2 fullstop landings at different points along the route;

(iii) not less than 10 hours of solo flight time completed within a period of 12 months immediately preceding the date of application for the licence and must include the cross-country flight time mentioned in sub-para. (ii) above.

#### NOTE:

1. "Cross country flight for purposes of sub-para (2) above means a flight to a point beyond a radius of 40 miles from the aerodrome of departure".

2. Flight time required in sub-paras. (ii) and (iii) above may be included in the total solo flight time indicated in sub-para. (i) above.

(e) *Skill*.—He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests on the type of aeroplane to which the application for licence relates within a period of 6 months immediately preceding the date of such application:—

*The Flying Test*.—Shall include preflight inspection and ground handling of aeroplanes; take-offs, climb and general flying; descent and glide; stalling, spinning and recovery; landings and emergency manoeuvres including simulated engine failure on take-off, etc;

*For multi-engine aeroplanes*.—the test shall also include all manoeuvres used in normal flight with symmetric and asymmetric power; approach, landings and overshoot with one or more engines inoperative.

*NOTE*.—Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 24 months from the date of medical examination, if the applicant is below 38 years of age and not exceeding 12 months from the date of medical examination if the applicant is 38 years of age or above except where an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity, as applicable, may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

(a) having undergone a medical examination in accordance with para 1(b) above;

(b) having satisfactorily completed not less than 5 hours of flight time as Pilot-in-Command within a period of 12 months immediately preceding the date of application for renewal or in lieu thereof having satisfactorily completed the flying tests as laid down in para 1(e) above within the same period.

4. *Ratings: (a) Aircraft Rating.*—The licence shall indicate the types of aeroplanes the holder is entitled to fly. An open rating for all conventional types of aeroplanes having an all-up weight not exceeding 1,500 kgs. may also be granted, if he has completed not less than 250 hours of flight time as Pilot-in-Command and has at least four different types of aeroplanes entered in the aircraft rating of his licence;

(b) *Night Rating:* Night Rating entitles the holder to carry passengers at night. Conditions for the issue of this rating are detailed below:—

- (i) He must have completed not less than 50 hours of flight time as Pilot-in-Command, and as sole manipulator of the controls, including not less than 5 hours by night, which must include a minimum of 5 take-offs and 5 landings carried out within the preceding months of the date of application;
- (ii) He must have completed a dual cross-country flight by night of at least 75 nautical miles with an intermediate landing before he can be permitted to undertake solo cross-country flights by night.
- (iii) He must have completed not less than 5 hours of dual instructions in instrument flying, which may include not more than 2½ hours on an approved synthetic flight trainer.

**NOTE.**—Night rating is valid only when the holder has within a period of 6 months immediately preceding the intended flight carried out 5 take-offs and 5 landings by night as Pilot-in-command.

(c) *Instrument Rating*—Instrument Rating entitles the holder to fly under Instrument Flight Rules. The standard of medical fitness and the conditions for the issue of this rating are laid down in Section G.

5. *Extension of Aircraft Rating.*—For extension of the Aircraft Rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines, as mentioned in para. 1(c) above and of having satisfactorily completed the flying tests as laid down in para. 1(e) above, in respect of the type of aeroplane for which extension of Aircraft Rating is desired. The flying test shall have been completed within a period of 6 months immediately preceding the date of application for extension of the Aircraft Rating.

6. *Privileges.*—Subject to the Validity of endorsements and ratings in the licence, the privileges of the holder of a Private Pilot's licence, shall be to act, but not for remuneration, as Pilot-in-Command or as Co-Pilot of any aeroplane, which is entered in the Aircraft Rating of his licence and carry passengers therein, provided that no flight is undertaken for hire, or remuneration of any kind whatsoever and provided further that passengers are carried by night only with a valid night rating and no flight is undertaken under Instrument Flight Rules without a current instrument rating.

## SECTION D

### COMMERCIAL PILOT'S LICENCE

#### (Aeroplanes)

1. *Requirements for issue of Licence.*—An applicant for a Commercial Pilot's Licence shall satisfy the following requirements:—

- (a) *Age.*—He shall be not less than 18 years of age;
- (b) *Medical fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;
- (c) *Knowledge.*—He shall pass a written examination in the following subjects:—
  - (i) *Air Regulations*—including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft, aerodromes, search and rescue; rules concerning air transit, customs and health; and knowledge of communication and navigation facilities;

- (ii) *Air Navigation*—elementary knowledge of theoretical and practical air navigation including knowledge and use of aeronautical maps and charts, simple projections, time, magnetism, compasses, navigational instrument, radio and radar aids, visual and D.R. navigation, plotting and flight planning;
- (iii) *Aviation Meteorology*—elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; basic knowledge of aviation weather codes and plotting; elementary synoptic meteorology including simple interpretation of weather charts; elementary knowledge of Indian climatology and of meteorological procedures relating to aviation;
- (iv) *Aircraft and Engines*—including elementary knowledge of aerodynamics and theory of flights; general principles and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments; ancillary systems (e.g. fuel, hydraulic, etc. etc.) and emergency systems, installations and equipment; basic knowledge of fuel and lubricants; loading of aircraft, weight distribution and its effect on flight characteristics; operating limitations; handling, care and preflight inspection. The examination shall also include questions pertaining to the type of aeroplane concerned;
- (v) *Signals (Practical)*—transmission and interpretation of aerial and visual signals;
- (vi) *Seamanship*.—Important abbreviations used in Admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ships and seaplanes; Uniform system of Buoyage; A general knowledge of Tides; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable to aircraft rating to include amphibians and seaplanes.
- (d) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane within a period of 3 years immediately preceding the date of application for licence not less than 250 hours of flight time, which shall include—
  - (i) not less than 150 hours of flight time as Pilot-in-Command of which not less than 50 hours shall have been completed within a period of 12 months immediately preceding the date of application for licence;
  - (ii) not less than 5 hours of cross-country flight time as dual and 25 hours as Pilot-in-Command including one flight of not less than 300 nautical miles in the course of which not less than 2 fullstop landings at different points shall be made;
  - (iii) not less than 10 hours of instrument time of which not more than 5 hours may be on an approved synthetic flight trainer;
  - (iv) not less than 5 hours of flight time by night including a minimum of 10 take-offs and 10 landings as Pilot-in-Command and as sole manipulator of controls carried out within 6 months immediately preceding the date of application for licence.
- (e) *Other requirements*.—He shall be in possession of a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificates of Proficiency and licence to operate Wireless Telegraphy) Rule 1954.
- (f) *Skill*.—He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests on the type of aeroplane to which the application for licence relates within a period of 6 months immediately preceding the date of application:—
  - (i) *General flying test by day* shall include preflight inspection and ground handling of aeroplanes; take-offs, climb and general flying; descent and glide; stalling, spinning and recovery; landings and emergency manoeuvres including simulated engine failure on take-off;

*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight with symmetric and asymmetric power; approach, landings and overshoot with one or more engines inoperative.

NOTE.—1. Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

2. Exercise on engine failure on take-off may not be carried out for aeroplanes having an all-up weight exceeding 5,700 kgs.

(ii) *General flying test by night* shall include take-offs, landings, general flying and emergencies;

*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight including use of asymmetric power; landing and overshoot with one or more engines inoperative;

(iii) *Cross-country flying test by day* shall consist of a flight on a stipulated route of not less than 250 nautical miles, and in the course of which at least one full stop landing on a designated aerodrome along the route shall be made;

(iv) *Cross-country flying test by night* shall consist of a flight on a stipulated route of not less than 120 nautical miles, returning to the place of departure without landing elsewhere.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination, if the applicant is below 38 years of age and not exceeding 6 months from the date of successful examination, if the applicant is 38 years of age and above, except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity, as applicable, may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

(a) having undergone a medical examination in accordance with para. 1(b) above;

(b) having satisfactorily completed not less than 10 hours of flight time within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof:—

having satisfactorily completed the general flying tests by day and night as laid down in para. 1(f) above within the same period;

(c) having a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificates of Proficiency and licence to operate Wireless Telegraphy) Rules, 1954.

4. *Ratings*.—(a) *Aircraft Rating*.—The licence shall indicate the types of aeroplanes the holder is entitled to fly. An open rating for all conventional types of aeroplanes having an all-up weight not exceeding 1,500 kgs. may also be granted if he has completed not less than 1,000 hours of flight time including not less than 500 hours as Pilot-in-Command, and has at least 4 different types of aeroplanes entered in the aircraft rating of his licence;

(b) *Instructor's Rating*.—Instructor's Rating entitles the holder to impart flying instructions. The privileges and conditions for the issue of these ratings are laid down in Sections H and I;

(c) *Instrument Rating*.—Instrument Rating entitles the holder to fly under Instrument Flight Rules. Conditions for the issue of this rating are laid down in Section G.

5. *Extension of Aircraft Rating*.—For extension of the Aircraft Rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines as mentioned in para. 1(c) above, and of having satisfactorily completed the general flying tests by day and by night as laid down in para. 1(f) above in

respect of the type of aeroplane for which the extension of aircraft rating is desired. The flying tests shall have been completed within a period of 6 months immediately preceding the date of application for extension of the aircraft rating.

6. *Privileges*.—Subject to the validity of endorsements and ratings in the licence, the privileges of the holder of a Commercial Pilot's Licence shall be:—

- (a) to exercise all the privileges of a Private Pilot;
- (b) to act as Pilot-in-Command of any aeroplane having an all-up weight not exceeding 5,700 kgs. and which is entered in the aircraft rating of his licence, provided that when passengers are to be carried at night, he shall have carried out within a period of 6 months immediately preceding the intended flight not less than 10 take-offs and 10 landings by night as Pilot-in-Command;
- (c) to act as Co-Pilot of any aeroplane, where a Co-Pilot is required to be carried and which is entered in the aircraft rating of his licence;

Provided that for all flights under Instrument Flight Rules either as Pilot-in-Command or as Co-Pilot, he shall be required to have a current Instrument Rating:

Provided further that for all flights as Co-Pilot on transport aeroplanes having an all-up weight exceeding 5,700 kgs., he shall have carried out within the preceding 6 months of the intended flight appropriate proficiency checks in respect of that type of aircraft as required by the Director General.

## SECTION E

### SENIOR COMMERCIAL PILOT'S LICENCE

#### (Aeroplanes)

1. *Requirements for issue of Licence*.—An applicant for a Senior Commercial Pilot's Licence shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 21 years of age;
- (b) *Medical fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;
- (c) *Knowledge*.—He shall pass oral and written examinations in the following subjects:—
  - (i) *Air Regulations*—including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; search and rescus; rules concerning air-transit, customs and health; and knowledge of aerodromes, flight information regions, control zones and airways, communication and navigational facilities, International Conventions of Air Navigation, international conferences and agreements;
  - (ii) *Air Navigation*—knowledge of theoretical and practical air navigation including knowledge of aeronautical maps and charts, projections, time, magnetism, compasses, navigational instruments, radio and radar aids, visual and D.R. navigation, plotting and flight planning; elementary knowledge of astro-navigation and use of Nautical tables and Air Almanac;
  - (iii) *Aviation Meteorology*—intermediate aviation meteorology with special emphasis on aviation hazards; knowledge of aviation weather codes and plotting; aircraft observation procedures; synoptic meteorology including simple analysis and interpretation of weather charts; elementary world climatology; detailed knowledge of Indian climatology and of meteorological procedures relating to aviation;
  - (iv) *Aircraft and Engines*—including elementary knowledge of aerodynamics and theory of flight; general principles and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments; ancillary systems (e.g. fuel,

hydraulic, electrical, etc.) and emergency systems, installations and equipment; basic knowledge of fuel and lubricants; loading of aircraft and weight distribution and its effect on flight characteristics; operating limitations; and handling, care and preflight inspection. The examination shall also include questions pertaining to the type of aeroplane concerned;

- (v) *Signals (Practical)*.—transmission and interpretation of aerial and visual signals;
- (vi) *Seamanship*.—Important abbreviations used in Admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ship and seaplane; Uniform system of Buoyage; A general knowledge of Tides; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable to aircraft rating to include amphibians and seaplanes.
- (d) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane within a period of 5 years immediately preceding the date of application for licence not less than 1,250 hours of flight time, which shall include:—
  - (i) not less than 200 hours as Pilot-in-Command or 150 hours as a Pilot-in-Command and 100 hours as a co-pilot performing under supervision of a Pilot-in-Command, the duties and functions of a Pilot-in-Command, provided at least 100 hours shall be of cross-country flight time including not less than 25 hours by night; and shall also include 10 take-offs and 10 landings by night;
  - (ii) not less than 500 hours of total cross-country flight time;
  - (iii) not less than 50 hours of flight time by night;
  - (iv) not less than 50 hours of instrument time under actual or simulated conditions of which not less than 25 hours shall be in actual flight;
  - (v) not less than 150 hours of flight time completed within a period of 12 months immediately preceding the date of application for the licence.
- (e) *Other requirements*.—He shall be:—
  - (i) the holder of or shall have held a Commercial Pilot's Licence;
  - (ii) in possession of a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificate of Proficiency and licence to operate Wireless Telegraphy) Rules, 1954.
- (f) *Skill*.—He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests on the type of aeroplane to which the application for licence relates within a period of 6 months immediately preceding the date of application:—
  - (i) *General flying test by day* shall include preflight inspection and ground handling of aeroplanes; take-offs, climb and general flying; manoeuvres at slow speed, steep turns; descent and glide; stalling, spinning and recovery; landings and emergency manoeuvres including simulated engine failure on take-off;

*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight with symmetric and asymmetric power; approach, landings and overshoot with one or more engines inoperative.

**NOTE.**—1. Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

2. Exercise on engine failure on take-off may not be carried out on aeroplanes having an all-up weight exceeding 20,000 kgs.

- (ii) *General flying test by night* shall include take-offs, landings, general flying and emergencies;



*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight including use of asymmetric power; landing and overshoot with one or more engines inoperative;

2. *Validity.*—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 6 months from the date of medical examination except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity may be allowed from the date of expiry.

3. *Renewal.*—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

- (a) having undergone a medical examination in accordance with para. 1(b) above;
- (b) having satisfactorily completed not less than 10 hours of flight time as Pilot-in-Command (50 per cent of flight time as a Co-Pilot may be counted towards requirement of flight time as Pilot-in-Command) within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof;

having satisfactory completed the general flying tests by day and by night as laid down in para 1(f) above;

- (c) having a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificate of Proficiency and licence to operate Wireless Telegraphy) Rules 1954.

4. *Ratings.*—(a) *Aircraft Rating.*—The licence shall indicate the types of aeroplanes the holder is entitled to fly. An open rating for all conventional types of aeroplanes having an all-up weight not exceeding 2500 kgs. may also be granted if he has completed not less than 3,000 hours of flight time including not less than 1,000 hours as Pilot-in-Command and has at least 4 different types of aeroplanes entered in the aircraft rating of his licence.

(b) *Instructor's Ratings.*—Instructor's Rating entitles the holder to impart flying instructions. The privileges and conditions for the issue of the ratings are laid down in Sections H and I;

(c) *Instrument Rating.*—Instrument Rating entitles the holder to fly under Instrument Flight Rules. The conditions for the issue of this rating are laid down in Section G.

5. *Extension of Aircraft Rating.*—For extension of the Aircraft Rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines as mentioned in para 1(c) above, and of having satisfactorily completed the general flying tests by day and by night as laid down in para. 1(f) above in respect of the type of aeroplane for which the extension of the aircraft rating is desired. The flying tests shall have been completed within a period of 6 months immediately preceding the date of application for extension of the aircraft rating.

6. *Privileges.*—Subject to the endorsement and ratings in the licence the privileges of the holder of a Senior Commercial Pilot's Licence shall be:—

- (a) to exercise all the privileges of a Private and a Commercial Pilot;
- (b) to act as Pilot-in-Command of any passenger carrying aeroplane having an all-up weight not exceeding 14,000 kgs. and of any aeroplane not carrying passengers and having an all-up weight not exceeding 20,000 kgs.;
- (c) to act as Co-Pilot of any aeroplane, where a Co-Pilot is required to be carried;

Provided that type of aeroplane is entered in the Aircraft Rating of his licence;

Provided further that he shall not act as Pilot-in-Command of an aeroplane having an all-up weight exceeding 5,700 kgs. unless he has completed on that type of aeroplane not less than 300 hours of flight time as a Co-Pilot including not less than 100 hours of flight time as a Co-Pilot

performing under the supervision of a Check Pilot the duties and functions of a Pilot-in-Command and has demonstrated his competency to fly as a Pilot-in-Command to the satisfaction of the Director General.

Provided that for all flights under Instrument Flight Rules either as Pilot-in-Command or as Co-Pilot, he shall have a current instrument rating:

Provided further that for all flights as Pilot-in-Command or as Co-Pilot on transport aeroplanes having an all-up weight exceeding 5,700 kgs., he shall have undergone satisfactorily within the preceding 6 months of the intended flight appropriate proficiency checks in respect of that type of aircraft as required by the Director General.

#### SECTION F

### AIRLINE TRANSPORT PILOT'S LICENCE

(Aeroplanes)

1. *Requirements for issue of Licence.*—An applicant for an Airline Transport Pilot's Licence shall satisfy the following requirements:—

- (a) *Age.*—He shall be not less than 21 years of age;
- (b) *Medical fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;
- (c) *Knowledge.*—He shall pass an oral and written examination in the following subjects:—
  - (i) *Air Regulations*—including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; search and rescue rules concerning air transit, customs and health, knowledge of aerodromes, flight information regions, control zones and airways communications and navigational facilities; International Conventions of Air Navigation, and International conferences and agreements.
  - (ii) *Air Navigation*—knowledge of theoretical and practical air navigation including knowledge of aeronautical maps and charts, projections, time, magnetism, compasses, navigational instruments, radio and radar aids, visual and D.R. navigation, plotting and night planning elementary knowledge of astro/navigation and use of nautical tables and Air Almanacs;
  - (iii) *Aviation Meteorology*—intermediate aviation meteorology with special emphasis on aviation hazards; knowledge of aviation weather codes and plotting; aircraft observation procedures; synoptic meteorology including simple analysis and interpretation of weather charts; elementary world climatology; detailed knowledge of Indian climatology and of meteorological procedures relating to aviation;
  - (iv) *Aircraft and Engines*—including elementary knowledge of aerodynamics and theory of flight; general principles and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments; ancillary systems (e.g. fuel, hydraulic, electrical, etc.) and emergency systems, installations and equipment; basic knowledge of fuel and lubricants; loading of aircraft and weight distribution and its effect on flight characteristics; operating limitations and handling care and preflight inspection. The examinations shall also include questions pertaining to the type of aeroplane concerned;
  - (v) *Signals (Practical)*—transmission and interpretation of aural and visual signals;
  - (vi) *Seamanship.*—Important abbreviations used in Admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ships and seaplanes; Uniform system of Buoyage; A general knowledge of Tides; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps

(MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable to aircraft rating to include amphibians and seaplanes.

- (d) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane within a period of 5 years immediately preceding the date of application for licence, not less than 2,150 hours of flight time which shall include;
- (i) not less than 500 hours of flight time as Pilot-in-Command or as Co-Pilot performing under supervision of a Check-Pilot, the duties and functions of a Pilot-in-Command, provided at least 200 hours out of these shall be of cross-country flight time, including not less than 50 hours of flight time by night;
  - (ii) not less than 1,000 hours of total cross-country flight time;
  - (iii) not less than 100 hours of flight time by night;
  - (iv) not less than 100 hours of instrument time under actual or simulated instrument conditions, of which not less than 50 hours shall be in actual flight;
  - (v) not less than 150 hours of flight time completed within a period of 12 months immediately preceding the date of application for licence;
- (e) *Other requirements*.—(i) He shall be a holder of a Commercial or a Senior Commercial Pilot's licence;
- (ii) He shall have a current instrument rating;
  - (iii) He shall be in possession of a current certificate of competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport and Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificate of proficiency and licence to operate Wireless Telegraphy) Rules, 1954.
- (f) *Skill*.—He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests on the type of aeroplane to which the application for licence relates within a period of 6 months immediately preceding the date of such application:—
- (i) *General flying test by day* shall include preflight inspection and ground handling of aeroplanes; take-offs, climb and general flying; manoeuvres at slow speed, steep turns; descent and glide; stalling, spinning and recovery; landings and emergency manoeuvres including simulated engine failure on take-offs;

*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight with symmetric and asymmetric power; approach, landings and overshoot with one or more engines inoperative.

NOTE.—Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

- (ii) *General flying test by night* shall include take-offs, landings, general flying and emergencies;

*For multi-engine aeroplanes* the test shall also include at maximum landing weight all manoeuvres used in normal flight including use of asymmetric power; landing and overshoot with one or more engines inoperative;

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 6 months from the date of medical examination except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

- (a) having undergone a medical examination in accordance with para. 1(b) above;

- (b) having satisfactorily completed not less than 10 hours of flight time Pilot-in-Command (50 per cent of flight time as a Co-Pilot may be counted towards this requirement of flight time as Pilot-in-Command) within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof;

having satisfactorily completed the flying tests by day and by night as laid down in para. 1(f) above within the same period;

- (c) having a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificate of Proficiency and licence to operate Wireless Telegraphy) Rules 1954.

4. *Ratings.*—(a) *Aircraft Rating.*—The licence shall indicate the types of aeroplanes the holder is entitled to fly. An open rating for all conventional types of aeroplane, having an all-up weight not exceeding 5,700 kgs. may also be granted if he has completed not less than 1,000 hours of flight time as a Pilot-in-Command on any aeroplane having an all-up weight of 14,000 kgs. or above;

(b) *Instructor's Ratings.*—Instructor's Rating entitles the holder to impart flying instructions. The privileges and conditions for the issue of these ratings are laid down in Sections II and I;

(c) *Instrument Rating.*—No separate instrument rating is provided for in the licence. The privileges of instrument rating are included in the privileges of this licence provided that the instrument rating flight tests have been carried out to the satisfaction of the Director General within a period of 12 months immediately preceding the intended flight under Instrument Flight Rules

5. *Extension of Aircraft Rating.*—For extension of the Aircraft Rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engine as mentioned in para. 1(c) above and having satisfactorily completed the general flying tests by day and by night as laid down in sub-para. 1(f) above in respect of the type of aeroplane for which the extension of aircraft rating is desired. The flying tests shall have been completed within a period of 6 months immediately preceding the date of application for extension of aircraft rating

6. *Privileges.*—Subject to the validity of endorsements and ratings in the licence, the privileges of the holder of an Airline Transport Pilot's Licence shall be:—

- (a) to exercise the privileges of a Private, a Commercial and a Senior Commercial Pilot;
- (b) to exercise the privileges of the holder of an instrument rating, provided that he shall not exercise these privileges at any time unless he has satisfactorily completed the instrument rating flight tests within a period of 12 months immediately preceding the date of the intended flight under Instrument Flight Rules;
- (c) to act as a Pilot-in-Command or as a Co-Pilot of any aeroplane where a Co-Pilot is required to be carried and which is entered in the aircraft rating of his licence;

provided that he shall not act as a Pilot-in-Command of any aeroplane having an all-up weight exceeding 5,700 kgs. unless he has completed on that type of aeroplane not less than 300 hours of flight time as a Co-Pilot and not less than 100 hours of flight time as a Co-Pilot performing under supervision of a Check-Pilot, the duties and functions of a Pilot-in-Command and has demonstrated his competency to fly as a Pilot-in-Command to the satisfaction of the Director General;

provided further that for all flights as Pilot-in-Command or as Co-Pilot on transport aeroplane having an all-up weight exceeding 5,700 kgs., he shall have undergone satisfactorily within the preceding 6 months of the intended flight appropriate proficiency checks in respect of that type of aircraft as required by the Director General.

## SECTION G

## INSTRUMENT RATING

1. *Requirements for issue of Rating.*—An applicant for an Instrument Rating shall satisfy the following requirements:—

- (a) *Medical fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;
  - (b) *Knowledge.*—He shall pass oral and written examination in the following subjects:—
    - (i) *Air Regulation:* including flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft during Instrument Flight Rules; Aerodromes, search and rescue, rules concerning air trans., customs and health and knowledge of communications and navigational facilities;
    - (ii) *Air Navigation:* elementary knowledge of theoretical and practical air navigation including knowledge and use of aeronautical maps and charts, simple projections, time, magnetism, compasses, navigational instrument, radio and radar aids, visual and D.R. navigation, plotting and flight planning;
    - (iii) *Aviation Meteorology:* elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; basic knowledge of aviation weather codes and plotting; elementary synoptic meteorology including simple interpretation of weather charts; elementary knowledge of Indian climatology and of meteorological procedures relating to aviation;
    - (iv) *Special (Practical):* Transmission and interpretation of aural and visual signals;
  - (c) *Experience.*—He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane:—
    - (i) not less than 150 hours of flight time as a Pilot-in-Command including not less than 50 hours of cross-country flight time;
    - (ii) not less than 40 hours of instrument time, of which not more than 20 hours shall be instrument ground time. A minimum of 5 hours of instrument time shall have been completed within a period of 6 months immediately preceding the date of application for the Instrument Rating;
  - (d) *Other Requirements.*—He shall be:—
    - (i) holder of a current pilot's licence for aeroplanes;
    - (ii) in possession of a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport & Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificates of proficiency and licence to operate Wireless Telegraphy) Rules 1954;
  - (e) *Skill.*—He shall have demonstrated to the satisfaction of the Examiner his competency to fly an aeroplane solely with the aid of instrument using full and limited instrument panel by undergoing the following flying test within a period of 6 months immediately preceding the date of application for this rating:—
    - Instrument Rating Flying Test* shall include preflight action, all normal in-flight manoeuvres, recovery from unusual attitudes, airways and air traffic procedures, instrument approach procedures including descent through cloud using stipulated radar aids, missed approach, overshoot and emergencies;
    - For Multi-engine Aeroplanes* the test shall also include manoeuvres carried out on asymmetric power with one or more engines inoperative and emergencies.
- NOTE.**—Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the rating. The Instrument Rating shall be valid for a period not exceeding 12 months from the date of the satisfactory completion of Instrument Rating Flight tests as laid down in para 1(e) above, except when Instrument Rating Flight tests are completed during 30 days immediately preceding the date of expiry of the rating, full period of validity may be allowed from the date of expiry.

3. *Renewal*.—Instrument Rating may be renewed on receipt of satisfactory evidence of the applicant:—

- (a) having satisfactorily completed the Instrument Rating Flight tests as laid down in para. 1(e) above; and
- (b) having satisfactorily completed at least 10 hours of instrument flight time during the preceding 12 months and during the course of which at least two different 'descents through cloud' procedure have been carried out under the supervision of a check pilot during actual or simulated instrument flying conditions.

Out of the total 10 hours experience required, not more than 5 hours may be carried out on an approved synthetic flight trainer.

- (c) having a current Certificate of Competency for operation of radio telephony apparatus on board an aircraft as issued by the Ministry of Transport and Communications under the Indian Wireless Telegraphy (Commercial Radio Operators Certificates and proficiency and licence to operate wireless Telegraphy) Rules 1954.

NOTE.—Only that part of the flight test in sub-para (a) may be permitted to be carried out on an approved synthetic flight trainer which pertains to checking of candidates' knowledge or procedures.

4. *Extension of Instrument Rating*.—For extension of Instrument Rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of having satisfactorily completed the flight tests as laid down in para 1(c) above in respect of the type of aeroplane for which the extension of Instrument Rating is desired. The flying tests shall have been completed within a period of 6 months immediately preceding the date of application for extension of Instrument Rating.

5. *Privileges*.—The privileges of the holder of an Instrument Rating shall be to fly under Instrument Flying Rules the types of aeroplanes on which he has demonstrated his competency in accordance with paragraph 1(e) above.

## SECTION H

### ASSISTANT FLIGHT INSTRUCTOR'S RATING (AEROPLANES)

1. *Requirements for issue of Rating*.—An applicant for an Assistant Flight Instructor's Rating shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 20 years of age;
- (b) *Knowledge*.—He shall pass an oral examination in the following subjects:—
  - (i) *Air regulations*: including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; communication and navigation facilities; aerodromes, search and rescue; rules concerning air transit, customs and health;
  - (ii) *Air Navigation*: elementary knowledge of theoretical and practical air navigation including knowledge and use of aeronautical maps and charts, simple projections, time, magnetism, compasses, navigational instruments, radio and radar aids, visual and D.R. navigation, plotting and flight planning;
  - (iii) *Aviation Meteorology*: elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; basic knowledge of aviation weather codes and plotting; elementary synoptic meteorology including simple interpretation of whether charts; elementary knowledge of Indian climatology and of meteorological procedures relating to aviation;
  - (iv) *Aircraft & Engines*: including elementary knowledge of aerodynamics and theory of flight; general principles, and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments; ancillary systems (e.g. fuel,

hydraulic, etc.) and emergency system installations and equipment; basic knowledge of fuel and lubricants; loading of aircraft; weight distribution and its effect on flight characteristics; operating limitations and handling; care and preflight inspection.

**NOTE.**—The examination shall be conducted by a Board constituted and approved by the Director General.

- (c) *Experience*.—He shall produce evidence of having satisfactorily completed as pilot of an aeroplane with a period of 5 years immediately preceding the date of application for this rating.
  - (i) not less than 300 hours of flight time as a Pilot-in-Command; and
  - (ii) not less than 10 hours flying training as an Instructor under an approved Flight Instructor;
- (d) *Other Requirements*.—He shall be holder of a current professional pilot's licence;
- (e) *Skill*.—He shall have demonstrated his competency as an Assistant Flight Instructor to the satisfaction of an Examiner by undergoing the following flying tests within a period of 6 months immediately preceding the date of application for this rating. The aircraft used for the test should be fitted with dual controls;

The *Flying Tests* shall include preflight briefing; preflight inspection and ground handling of aeroplanes, take-offs, climb and general flying; descent and glide; stalling, spinning and recovery; landings, emergency manoeuvres including simulated engine failure on take-offs and de-briefing;

For *Multi-engine Aeroplanes*.—The test shall also include at maximum landing weight all manoeuvres used in normal flight with symmetric and asymmetric power; approach, landings and overshoot with one or more engines inoperative.

**NOTE.**—Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of this rating. This rating shall be valid for a period not exceeding 12 months from the date of the successful completion of the flying tests as laid down in para. 1(e) above, except when the flying tests are carried out during 30 days immediately preceding the date of expiry of the rating, the full period of validity may be allowed from the date of expiry.

3. *Renewal*.—The Assistant Flight Instructor's Rating may be renewed on receipt of evidence of the applicant having satisfactorily completed the flying tests as laid down in para. 1(e) above within a period of 6 months immediately preceding the date of application for renewal.

4. *Privileges*.—Subject to the validity of endorsements and ratings in his Pilot's licence of which this Assistant Instructor's Rating forms a part and also to any endorsement on this rating, the privileges of the holder of an Assistant Flight Instructor's Rating shall be to impart instructions during flight by day only and under the authority and supervision of a Flight Instructor, on all types of aeroplanes having all-up-weight not exceeding 1500 kgs. and which are entered in the Aircraft Rating of his licence, provided that he shall not authorise any Student Pilot to undertake his first solo flight and shall not give instructions on aerobatics and night flying.

## SECTION I

### FLIGHT INSTRUCTOR'S RATING (AEROPLANES)

1. *Requirements for issue of Rating*.—An applicant for a Flight Instructor's Rating shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 21 years of age;
- (b) *Knowledge*.—He shall pass a written and/or oral examination in the following subjects:—
  - (i) *Air regulations*.—including flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; search and rescue; rules concerning air-transit, customs and health; knowledge of aerodromes, flight information regions, control zones

and airways, communications and navigational facilities; International Conventions of Air Navigation and international conferences and agreements;

- (ii) *Air Navigation*.—knowledge of theoretical and practical air navigation including knowledge of aeronautical maps and charts, projections, time, magnetism, compasses, navigational instruments, radio and radar aids, visual and D.R. navigation, plotting and flight planning; and elementary knowledge of astro-navigation;
- (iii) *Aviation Meteorology*.—intermediate aviation meteorology with special emphasis on aviation hazards; knowledge of aviation weather codes and plotting; aircraft observation procedures; synoptic meteorology including simple analysis and interpretation of weather charts; elementary world climatology; detailed knowledge of Indian climatology and of meteorological procedures relating to aviation
- (iv) *Aircraft & Engines*.—including elementary knowledge of aerodynamics and theory of flight; general principles and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments ancillary system (e.g. fuel, hydraulic, electrical, etc.) and emergency systems, installations and equipment; basic knowledge of fuel and lubricants; loading of aircraft and weight distribution and its effect on flight characteristics; operating limitation and handling, care and preflight inspection; The examination may also include questions pertaining to the type of aeroplane concerned if the all-up-weight of the aeroplane is in excess of 5,700 kgs.
- (v) *Signals (Practical)*.—transmission and interpretation of aural and visual signals;
- (vi) *Seamanship*.—Important abbreviations used in Admiralty charts, Regulations for preventing collisions at sea; lights to be carried by ship and seaplane; Uniforms system of Buoyage; A general knowledge of Tides; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MLWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum-applicable to aircraft rating to include amphibians and seaplanes.

NOTE.—The oral examination shall be conducted by a board constituted and approved by the Director General.

- (c) *Experience*.—He shall produce evidence of having satisfactorily completed within a period of 5 years immediately preceding the date of the application for this rating:
  - (i) not less than 500 hours of flight time as Pilot-In-Command of an aeroplane including not less than 20 hours by night which must include not less than 20 take-offs and 20 landings;
  - (ii) an approved Flight Instructor's Course.
- (d) *Other requirements*.—He shall be a
  - (i) the holder of a current professional pilot's licence;
  - (ii) the holder of a current Instrument Rating;
- (e) *Skill*.—He shall have demonstrated his competency as a Flight Instructor to the satisfaction of an Approved Examiner by undergoing satisfactorily the following flying tests, by day and by night, within a period of 6 months immediately preceding the date of the application for this rating. The aircraft used for the test shall be fitted with dual controls:
  - (i) *General Flying Test by Day*: shall include Pre-flight briefing; pre-flight inspection and ground handling of aeroplane; take-offs, climb and general flying; manoeuvres at slow speed; steep turns; descent and glide; stalling, spinning and recovery; landings; emergency manoeuvres including simulated engine failure on take-offs and debriefing;
  - For *Multi-engine Aeroplanes*: the test shall also include at maximum landing weight all manoeuvres used in normal flight with symmetrical and asymmetric power; approach, landings and overshoot with one or more engines inoperative.



NOTE: Stalling and spinning shall be carried out only on the types of aeroplanes approved and from the minimum altitude laid down by the Director General.

(ii) *General Flying Test by Night*: shall include Pre-flight briefing, take-offs, landings general flying; emergencies and debriefing etc;

*For Multi-engine Aeroplanes*: the test shall also include at maximum landing weight all manoeuvres used in normal flight including use of asymmetric power; landing and overshoot with one or more engines inoperative;

2. *Validity*: The period of validity shall commence from the date of issue or renewal of this rating. The rating shall be valid for a period not exceeding 12 months from the date of medical examination undergone for issue or renewal of the Pilot's licence on which this rating is entered, except when the said medical examination is completed during 30 days immediately preceding the date of expiry of the rating, full period of validity may be allowed from the date of expiry.

3. *Renewal*: The Flight Instructors' Rating may be renewed on receipt of satisfactory evidence of the applicant—

(a) having undergone a medical examination in accordance with the renewal requirements of the licence on which this rating is entered;

(b) having satisfactorily completed not less than 20 hours of flight time as a Flight Instructor within a period of 12 months immediately preceding the date of application for renewal or in lieu thereof: having satisfactorily completed the flying tests as laid down in para. 1(e) above within a period of 6 months immediately preceding the date of application for renewal.

4. *Aircraft Rating*: The rating shall indicate the types of aeroplanes on which the holder is entitled to impart instructions.

5. *Extension of Aircraft Rating*: For extension of aircraft rating to include additional types of aeroplanes having an all-up-weight exceeding 5,700 Kgs., the applicant shall be required to produce evidence of;

(i) having obtained appropriate aircraft rating for that type on his professional pilots' licence;

(ii) having satisfactorily completed not less than 500 hours of flight time as Pilot-in-Command; and

(iii) having satisfactorily completed the flying tests as laid down in para. 1(e) above on the type desired to be included in this rating.

NOTE: Requirements mentioned in sub-para. (ii) and (iii) may be varied by the Director General under special circumstances in the case of an experienced Flight Instructor who has successfully completed any special course approved by the Director General.

6. *Privileges*: Subject to the validity of endorsements and ratings in Pilot's licence of which this Flight Instructors' rating forms a part and also any endorsement on this rating, the privileges of the holder of a Flight Instructor's Rating shall be:—

(i) to impart flying instructions on any aeroplane having an all-up-weight not exceeding 5,700 Kgs., and which is entered in the aircraft rating of his licence and also on any aeroplane having an all-up-weight exceeding 5,700 Kgs., and which is entered in his instructors' rating;

(ii) to supervise and authorise Solo flights by student pilots and supervise flying instructions imparted by Assistant Flight Instructors.

## SECTION J

### GLIDER PILOT'S LICENCE

1. *Requirements for issue of licence*.—An applicant for a Glider Pilot's licence shall satisfy the following requirements:—

(a) *Age*: He shall be not less than 16 years of age;

(b) *Medical Fitness*: He shall produce on a prescribed proforma a certificate of physical fitness from a registered medical practitioner after

undergoing a medical examination during which he shall have established his medical fitness, on the basis of compliance with the requirements as notified by the Director General under Rule 39B:

(c) *Knowledge*: He shall pass an oral examination in the following subjects:—

- (i) *Air Regulations*: including flight rules and air traffic control practices and procedures and regulations concerning operation of glider;
- (ii) *Air Navigation*: elementary principles including elementary knowledge and use of aeronautical maps and charts, time, magnetism, compasses, navigational instruments fitted in gliders and visual navigation;
- (iii) *Aviation Meteorology*: elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; elementary knowledge in reading meteorological charts and of meteorological procedures relating to cross-country flights; salient features of Indian climatology.
- (iv) *Aircraft and Instruments*: including knowledge of aerodynamics and theory of flight; aircraft instruments; operating limitations, handling, care and pre-flight; The examination shall also include questions pertaining to the particular type of glider.

**NOTE:** The examination shall be conducted by a Board constituted and approved by the Director General.

(d) *Experience*: He shall produce evidence of having satisfactorily completed as pilot of a glider not less than 10 hours of flight time of which not less than 5 hours shall be of solo flight time and not less than 75 take-offs and landings of which not less than 25 solo take-offs and landings in a glider shall have been completed within a period of 6 months immediately preceding the date of application for licence;

(e) *Skill*: He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests on the type of glider to which the application for licence relates and within a period of 6 months immediately preceding the date of application:

*The Flying Tests* shall include a preflight inspection, checks and ground handling of a glider, take-off, climb, release of cable, turns stalling; spinning and recovery; soaring landing and emergencies.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 24 months from the date of medical examination, if the applicant is below 38 years of age and not exceeding 12 months from the date of successful medical examination, if the applicant is 38 years of age or above except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity, as applicable may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant.

(a) having undergone a medical examination in accordance with para. 1(b) above;

(b) having satisfactorily completed not less than 3 hours of flight time or 20 take-offs and landings as Pilot-in-Command of a glider within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof having satisfactorily completed the flying tests as laid down in para. 1(c) above within the same period.

4. *Ratings*.—(a) *Aircraft Rating*.—The licence shall indicate the type of gliders the holder is entitled to fly. An open rating to fly all gliders having an all-up-weight not exceeding 600 kgs., may also be granted to a glider pilot who has satisfactorily completed on a glider not less than 50 hours of flight as Pilot-in-Command in free flight including not less than 200 take-offs and landings as sole manipulator of the controls;

(b) *Aero-Tow Rating*: Aero-tow Rating entitles the holder to carry passengers in gliders in aero-tow flights. An Aero-tow Rating may be given if a glider pilot has satisfactorily completed in a glider not less than 10 aero-tow flights, of a total duration of not less than 2 hours as a pilot of a glider provided that no solo aero-tow flights are undertaken, unless at least 5 dual aero-tow flights have

been carried out with a qualified Instructor on board and a satisfactory report obtained;

(c) *Instructor's Rating*: Instructor's Rating entitles the holder to impart instructions on gliders. Conditions for issue of this rating are laid down in Section L.

5. *Extension of Aircraft Rating*.—For extension of Aircraft Rating to include an additional type of glider, the applicant shall be required to produce evidence of having satisfactorily carried out on that type of glider not less than 3 take-offs and landings as Pilot-in-Command and as sole manipulator of the controls; having passed a written examination in aircraft and instruments as mentioned in para. 1(c) above and having satisfactorily completed the flying tests as laid down in para. 1(c) above in respect of the types of the glider for which the Aircraft Rating is desired. The flying test shall have been completed within a period of 6 months immediately preceding the date of application for extension of the Aircraft Rating.

6. *Privileges*.—Subject to the validity of endorsements and ratings in the licence, the privileges of the holder of a Glider Pilot's licence shall be to act as Pilot-in-Command of any glider and to carry passengers therein, under Visual Flight Rules provided that for all aero-tow flights he shall hold an Aero-Tow Rating.

NOTE:

1. The privileges granted under this section shall be exercised only when the method of launching is any one of the following:—  
Winch-launching,  
Auto-launching, or  
Launching by aero-tow.
2. If any unconventional method of launching, such as rockets, catapults, etc. is adopted, the privilege to fly in command and to carry passengers shall be exercised only after he has completed an approved course of training and a flying test to the satisfaction of the Director General.

### SECTION K FLIGHT INSTRUCTOR'S RATING (GLIDERS)

1. *Requirement for issue of Rating*.—An applicant for a Flight Instructor's Rating on Glider Pilot's licence shall satisfy the following requirements:—

- (a) *Age*: He shall be not less than 19 years of age;
- (b) *Knowledge*: He shall pass a written and/or oral examination in the following subjects:—
  - (i) *Air Regulations*: including general flight rules, air traffic control practices and procedures and regulations concerning operation of gliders;
  - (ii) *Air Navigation*: elementary principles including elementary knowledge and use of aeronautical maps and charts; time, magnetism, compasses, navigational instruments fitted in gliders and the principle of triangle of velocities and visual navigation;
  - (iii) *Aviation Meteorology*:—elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; basic knowledge of aviation weather codes and plotting; elementary synoptic meteorology including simple interpretation of weather charts; elementary knowledge of Indian climatology and of meteorological procedures relating to aviation.
  - (iv) *Aircraft and Instruments*: including knowledge of aerodynamics and theory of flight, general principles and elementary knowledge of design, construction, maintenance and operation of gliders; operating limitations; handling, care and pre-flight inspection;
- (c) *Experience*: He shall produce evidence of having satisfactorily completed as a pilot of a glider:—
  - (i) not less than 50 hours of flight time as Pilot-in-Command including not less than 250 take-offs and landings provided that a person who has satisfactorily completed not less than 200 hours of flight

time as Pilot-in-Command on an aeroplane shall be required to complete on a glider not less than 20 hours of flight time as Pilot-in-Command including not less than 100 take-offs and landings;

- (ii) not less than 2 solo flights of not less than 2 hours duration each;
- (iii) not less than 1 solo triangular cross-country flight of not less than 30 nautical miles distance in which no side of the triangle is less than 10 nautical miles;

(d) *Other requirements:* He shall have:

- (i) an Aero-tow Rating;
- (ii) satisfactorily completed a Glider Instructor's Course approved by the Director General;

(e) *Skill:* He shall demonstrate his competency as a Glider Pilot Instructor to the satisfaction of an Examiner by undergoing the following flying tests by day within a period of 6 months immediately preceding the date of application for the rating:

*The Flying Tests:* shall include preflight briefing; preflight inspection; checks and ground handling of gliders take-offs, climb and general flying; descent and glide; stalling, spinning and recovery, soaring landings, emergency manoeuvres and debriefing.

2. *Validity.*—The period of validity shall commence from the date of issue of renewal of Instructor's Rating. The Rating shall be valid for a period not exceeding 12 months.

3. *Renewal.*—The Instructor's Rating may be renewed on receipt of evidence of the applicant having satisfactorily completed on a glider not less than 10 hours of flight time as an Instructor within a period of 12 months immediately preceding the date of application for renewal or in lieu thereof having satisfactorily completed the flying tests as laid down in para. 1(e) above within the same period.

4. *Privileges.*—Subject to the validity of endorsements and ratings in the Glider Pilot's licence, the privileges of the holder of an Instructor's Rating shall be:—

- (a) to impart flying instructions on all gliders entered in the aircraft rating of the Glider Pilot's licence;
- (b) to supervise and authorise solo flights by student Glider Pilots.

## SECTION L

### PRIVATE HELICOPTER PILOT'S LICENCE

1. *Requirements for issue of licence.*—An applicant for a Private Helicopter Pilot's licence shall satisfy the following requirements:—

- (a) *Age:* He shall be not less than 17 years of age;
- (b) *Medical Fitness:* He shall produce on a prescribed proforma a certificate of physical fitness from a registered medical practitioner after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director General under Rule 39B;
- (c) *Knowledge:* He shall pass a written examination in the following subjects:—
  - (i) *Air Regulations:* including flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft;
  - (ii) *Air Navigation:* elementary principles including elementary knowledge and use of aeronautical maps and charts, time, magnetic compasses, simple navigational instruments, radio aids, visual and D.R. Navigation and simple flight planning;
  - (iii) *Aviation Meteorology:* elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; elementary knowledge in reading meteorological charts and of meteorological procedures relating to cross-country flights; salient features of Indian climatology.

- (iv) *Aircraft & Engines*: including elementary knowledge of aerodynamics and theory of flight with particular reference to rotary wing aircraft, engines instruments and handling, care and preflight inspection. The examination shall also include questions pertaining to the type of helicopter concerned;
- (v) *Seamanship*: Important abbreviations used in admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ships and seaplanes; Uniform system of Buoyage; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable only to aircraft rating to include amphibians and seaplanes.
- (d) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot on a helicopter not less than 40 hours of flight time, dual and solo which shall include:—
  - (i) not less than 15 hours of solo flight time, of which not less than 10 hours shall have been completed within a period of 12 months immediately preceding the date of application;
  - (ii) not less than 5 hours of cross-country flight time as the solo occupant of a helicopter, including a round-trip flight to an aerodrome not less than 25 nautical miles distance from the point of departure and including a landing at the aerodrome. This flight time may be included in the flight time required in sub-para. (i) above;
 Provided that a person who has satisfactorily completed not less than 300 hours of flight time as Pilot-in-Command of an aeroplane shall be required to complete on a helicopter not less than 20 hours of total flight time, dual and solo which shall include not less than 10 hours of solo flight time completed within a period of 12 months immediately preceding the date of application for a licence;
- (e) *Skill*.—He shall have demonstrated his competency to the satisfaction of the Examiner by undergoing the following flying tests by day on the type of helicopter to which the application for licence relates and within a period not exceeding 6 months immediately preceding the date of application:

*The Flying Tests*: shall include preflight inspection, ground handling, take-offs, circuits and landing patterns, general flying, turns, hovering etc.; all normal and emergency manoeuvres appropriate to the type of helicopter used.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 24 months from the date of medical examination, if the applicant is below 38 years of age and not exceeding 12 months from the date of successful medical examination of the applicant is 38 years of age or above except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity, as applicable, may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

- (a) having undergone a medical examination in accordance with para. 1(b) above;
- (b) having satisfactorily completed not less than 5 hours of flight time as Pilot-in-Command of a helicopter within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof: having satisfactorily completed the flying tests as laid down in para. 1(e) above within the same period.

4. *Ratings*.—(a) *Aircraft Rating*.—The licence shall indicate the types of helicopters the holder is entitled to fly;

(b) *Night Rating*.—Night Rating entitles the holder to carry passengers at night. Conditions for the issue of this rating are as follows:—

- (i) He must have completed not less than 50 hours of flight time as Pilot-in-Command of a helicopter and as sole manipulator of the controls,

including not less than 10 take-offs and 10 landing patterns by night within a period of 6 months immediately preceding the date of application;

- (ii) He must have completed not less than 5 hours of dual instructions in night flying.

NOTE.—Night rating is valid only when the holder has within a period of 6 months immediately preceding the intended flight carried out 5 take-offs and 5 landings patterns by night as Pilot-in-Command of a helicopter.

5. *Extension of Aircraft Rating.*—For extension of the Aircraft Rating to include an additional type of helicopter, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines as mentioned in para. 1(c) above, and having satisfactorily completed the flying tests as laid down in para. 1(e) above on the type of helicopter for which extension of aircraft rating is desired. The flying test shall have been completed within a period of 6 months immediately preceding the date of application for extension of the aircraft rating.

6. *Privileges.*—Subject to the validity of endorsements and ratings in the licence, the privileges of the holder of a Private Helicopter Pilot's licence shall be to act, but not for remuneration, as Pilot-in-Command or as a Co-Pilot of any helicopter which is entered in the aircraft rating of his licence and carry passengers therein;

Provided that no flight is undertaken for hire or remuneration of any kind whatsoever;

Provided further that passengers are carried by night only with a valid night rating;

Provided further that all flights are undertaken under Visual Flight Rules.

#### SECTION M

##### COMMERCIAL HELICOPTER PILOT'S LICENCE

1. *Requirements for issue of Licence.*—An applicant for a Commercial Helicopter Pilot's licence shall satisfy the following requirements:—

- (a) *Age.*—He shall be not less than 18 years of age;
- (b) *Medical Fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director General under Rule 39B;
- (c) *Knowledge.*—He shall pass a written examination in the following subjects:—
  - (i) *Air Regulations:* including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft, knowledge of communication and navigation facilities, aerodromes, search and rescue; rules concerning air transit, customs and health;
  - (ii) *Air Navigation:* elementary knowledge of theoretical and practical air navigation including knowledge and use of aeronautical maps and charts, simple projections, time, magnetism, compasses, navigational instruments, radio and radar aids, visual and D.R. navigation, plotting and flight planning;
  - (iii) *Aviation Meteorology:* elementary aviation meteorology including significance of aerodrome meteorological observations and warnings; basic knowledge of aviation weather codes and plotting; elementary synoptic meteorology including simple interpretation of weather charts; elementary knowledge of Indian climatology and of meteorological procedures relating to aviation;
  - (iv) *Aircraft & Engines:* including elementary knowledge of aerodynamics and theory of flight with particular reference to rotary wing aircraft, general principles and elementary knowledge of design, construction, maintenance and operation of aircraft, engine and instruments; ancillary systems (e.g. fuel, hydraulic, etc.) and emergency systems, installation and equipment; basic knowledge

of fuel and lubricants; loading of aircraft, weight distribution and its effect on flight characteristics; operating limitations, handling, care and preflight inspection. The examination shall also include questions pertaining to the type of helicopter concerned;

- (v) *Signals (Practical)*: transmission and interpretation of aural and visual signals;
- (vi) *Seamanship*: Important abbreviations used in Admiralty charts; Regulations for preventing collisions at sea; lights to be carried by ships and seaplanes; Uniform system of Buoyage; A general knowledge of Tides; Meaning of High Water (HW), Low Water (LW), Mean High Water Springs (MHWS), Mean High Water Neaps (MHWN), Mean Low Water Springs (MLWS), Mean Low Water Neaps (MLWN) and chart Datum—applicable to aircraft rating to include amphibians and seaplanes;
- (d) *Experience*.—He shall produce evidence of having satisfactorily completed as a pilot of a helicopter not less than 100 hours of flight time which shall include—
  - (i) not less than 50 hours of flight time as Pilot-in-Command of a helicopter;
  - (ii) not less than 10 hours of cross-country flight time as Pilot-in-Command of a helicopter;
  - (iii) not less than 10 hours of flight time as Pilot-in-Command of a helicopter within a period of 6 months immediately preceding the date of application for licence; out of which not less than 5 hours of flight time by night as Pilot-in-Command of a helicopter which shall include not less than 10 take-off and 10 landing patterns by night;

Provided that a person who is the holder of a professional pilot's licence and who has satisfactorily completed not less than 500 hours of flight time as Pilot-in-Command in an aeroplane shall be required to complete on a helicopter not less than 30 hours of flight time, dual and solo, including not less than 20 hours of flight time as Pilot-in-Command which shall include not less than 5 hours of cross-country flight time, not less than 10 take-off and 10 landing patterns by night and not less than 5 hours of flight time within a period of 6 months immediately preceding the date of application for licence;

- (e) *Skill*.—He shall have demonstrated his competency to the satisfaction of an Examiner by undergoing the following flying tests by day and by night on the type of helicopter to which an application for licence relates within a period of 6 months immediately preceding the date of such application;

*The flying Tests* shall include preflight inspection, ground handling, take-offs, circuits and landing patterns, general flying, turns, hovering, etc., all normal and emergency manoeuvres appropriate to the type of helicopter used.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination if the applicant is below 38 years of age and not exceeding 6 months from the date of successful medical examination if the applicant is 38 years of age and above, except when an applicant is medically examined for the renewal of his licence during 30 days immediately preceding the date of expiry of the licence, full period of validity, as applicable, may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of the applicant:—

- (a) having undergone a medical examination in accordance with para. 1(b) above;
- (b) having satisfactorily completed not less than 5 hours of flight time as Pilot-in-Command of a helicopter within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof;
- (c) having satisfactorily completed the flying tests as laid down in para. 1(e) above within the same period.

4. *Ratings: (a) Aircraft Rating.*—The licence shall include the types of helicopters the holder is entitled to fly;

(b) *Instructor's Rating.*—Instructor's Rating entitles the holder to impart flying instructions on types of helicopter entered in the rating. Conditions for the issue of this rating are as follows:—

(i) He must have completed not less than 200 hours of flight time as Pilot-in-Command of a helicopter including not less than 20 hours of flight time by night; and

(ii) He must have undergone an approved course of training if required by the Director General.

5. *Extension of Aircraft Rating.*—For extension of the aircraft rating to include an additional type of helicopter, an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines as mentioned in para. 1(c) above and having satisfactorily completed the flying tests as laid down in para. 1(e) above in respect of the type of helicopter for which the aircraft rating is desired. The flying test shall have been completed within a period of 6 months immediately preceding the date of application for extension of the aircraft rating.

6. *Privileges.*—Subject to the validity of endorsements and ratings in the licence, the privileges of the holder of a Commercial Helicopter Pilot's licence, shall be to act as Pilot-in-Command or Co-pilot of any helicopter which is entered in the aircraft rating of his licence:

Provided that when passengers are to be carried at night, he shall have carried out within a period of 6 months immediately preceding the intended flight not less than 5 take-off and 5 landing patterns by night as Pilot-in-Command of a helicopter.

Provided further that he shall not fly under Instrument Flight Rules:

Provided further that he shall have undergone satisfactorily appropriate proficiency checks within the preceding 6 months of any intended flight carrying passengers in respect of such types of helicopter entered in the aircraft rating of his licence and specified by the Director General.

## SECTION N

### STUDENT NAVIGATOR'S LICENCE

1. *Requirements for issue of Licence.*—An applicant for a Student Navigator's Licence shall satisfy the following requirements:—

(a) *Age.*—He shall be not less than 20 years of age;

(b) *Medical Fitness.*—He shall produce on a prescribed proforma a certificate of physical fitness from an approved medical board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director General under Rule 39B;

(c) *Knowledge.*—He shall pass a written examination with oral and practical tests in the following subjects:—

(i) *Air Regulations.*—Including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; search and rescue rules concerning air-transit, customs and health; knowledge of aerodromes, flight information regions, control zones, airways, communication and navigational facilities; International Conventions of Air Navigation and international conferences and agreements;

(ii) *Air Navigation: Including.*

*The Form of the Earth, Maps & Charts.*—Definitions, units and formulae used in air navigation; Projections, aeronautical maps and charts—their construction, properties and use;

*Flight Navigation.*—Preflight planning and en route flight planning; keeping of navigation log; navigation by dead reckoning, by use of aeronautical maps, by radio/radar and celestial observations; methods of pressure pattern navigation, grid navigation and navigation in higher latitudes and polar regions, tides and searches;



**Instruments.**—Magnetism; principles of construction and operation including calibration and use of instruments and compasses and the errors to which they are subject and where applicable the methods of correction;

**Radio/Radar.**—Knowledge and use of facilities, equipment and installations including procedures in current use for air navigation;

**Astronomical Navigation.**—Celestial sphere, definitions, movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights; Use of aeronautical tables and air almanacs; Use of astro-navigation instruments and their errors;

(iii) **Aviation Meteorology.**—Intermediate aviation meteorology with special emphasis on atmospheric pressure, density, altimetry and upper wind calculations; knowledge of aviation whether codes and plotting aircraft observation procedures; synoptic meteorology including simple analysis and interpretation of weather charts; principles of aerologation; elementary world climatology; detailed knowledge of Indian climatology and of meteorological procedures relating to aviation.

(iv) **Signals (Practical).**—Transmission and interpretation of aural and visual signals.

**2. Validity.**—The period of validity shall commence from the date of issue or renewal of the licence. The Licence shall be valid for a period not exceeding 12 months from the date of a medical examination, except when a candidate has been medically examined during 30 days immediately preceding the date of expiry of the licence, full period of validity may be allowed from the date of expiry. The total period of validity in any case shall not exceed 24 months from the date of commencement of the examination referred to in para. 1(c) above.

**3. Renewal.**—The licence may be renewed on receipt of satisfactory evidence of the applicant having undergone a medical examination in accordance with para. 1(b) above and subject to satisfactory exercise of privileges.

**4. Privileges.**—The privileges of the holder of a Student Navigator's Licence shall be to act as a Navigator on any flight, where a flight navigator is required to be carried in accordance with Rule 38A provided that he shall so act at all times under the direct supervision of a licensed Flight Navigator and solely for the purposes of gaining practical experience in navigation to qualify for a Flight Navigator's Licence.

## SECTION O

### FLIGHT NAVIGATOR'S LICENCE

**1. Requirements for Issue of Licence.**—An applicant for a Flight Navigator's Licence shall satisfy the following requirements:—

(a) **Age.**—He shall be not less than 21 years of age;

(b) **Medical Fitness.**—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board, after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;

(c) **Knowledge.**—He shall pass a written examination with oral and practical tests in the following subjects:—

(i) **Air Regulations.**—Including general flight rules, air traffic control practices and procedures and regulations concerning operation of aircraft; search and rescue, rules concerning air-transit, customs and health; knowledge of aerodromes, flight information regions, control zones, airways, communication and navigational facilities; international Conventions of Air Navigation and international conferences and agreements;

(ii) **Air Navigation.**—Including;

**The Form of the Earth, Maps & Charts.**—Definitions, units and formulae used in air navigation, Projections, aeronautical maps and charts—their construction, properties and use;

*Flight Navigation*.—Preflight planning and en route flight planning; keeping of navigation log; navigation by dead reckoning, by use of aeronautical maps, by radio/radar and celestial observations; methods of pressure pattern navigation, grid navigation and navigation in higher latitudes and polar regions; tides and searches;

*Instruments*.—Magnetism; principles of construction and operation including calibration and use of instruments and compasses and the error; to which they are subject and where applicable the methods of correction;

*Radio/Radar*.—Knowledge and use of facilities, equipment and installations including procedures in current use for air navigation;

*Astronomical Navigation*.—Celestial sphere, definitions, movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights; Use of aeronautical tables and air almanacs; Use of astro-navigation instruments and their errors;

(iii) *Aviation Meteorology*.—Intermediate aviation meteorology with special emphasis on atmospheric pressure, density, altimetry and upper wind circulations; knowledge of aviation weather codes and plotting; aircraft observation procedures; synoptic meteorology including simple analysis and interpretation of weather charts; principles of aerology; elementary world climatology; detailed knowledge of Indian climatology and of meteorological procedures relating to aviation

(iv) *Signals (Practical)*.—Transmission and interpretation of aural and visual signals;

(d) *Experience*.—He shall produce evidence of having satisfactorily completed within a period of 2 years immediately preceding the date of application the following air navigation experience as a Navigator:—

(i) not less than 200 hours of cross-country flight time of which not less than 100 hours including 50 hours by night shall have been completed on flights of not less than 1,000 nautical miles without landing or of at least 5 hours duration each during which he shall have navigated an aircraft by the use of dead reckoning, radio bearing and such other aids as may be available to him and shall have made 50 astronomical observations of heavenly bodies including not less than 25 by night and that he shall have appropriately and satisfactorily used the results of those observations in navigating an aircraft. Out of this flight time of 100 hours, not less than 50 hours including not less than 15 hours by night shall have been completed and out of these 50 astronomical observations, not less than 15 by day and 10 by night shall have been made within a period of 12 months immediately preceding the date of application for licence;

(ii) the remainder of 200 hours as mentioned in sub-para. (i) above shall have been completed on flights of not less than 3 hours duration each;

Provided that a pilot who has satisfactorily completed as a pilot-navigator on flights of not less than 3 hours duration each, at least 300 hours including not less than 50 hours by night shall not be required to produce evidence of experience required under sub-para (ii) above.

(e) *Skill*.—He shall demonstrate in flight by day and by night within a period of six months immediately preceding the date of application that he is competent to navigate an aircraft by dead reckoning, celestial and radio/radar observations.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The Licence may be valid for a period not exceeding 12 months from the date of a medical examination, except when a candidate has been medically examined during 30 days immediately preceding the date of expiry of the licence, full period of validity may be allowed from the date of the expiry;

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of applicant:

- (a) having undergone a medical examination in accordance with para. 1(b) above;
- (b) having completed as a Flight Navigator not less than 20 hours of flight time during which he shall have navigated an aircraft by the use of dead reckoning, radio bearings and such other aids as are available to him and shall have made 10 astronomical observations of heavenly bodies and having appropriately and satisfactorily used the results of those observations in navigating an aircraft within a period of 12 months immediately preceding the date of application for renewal, or in lieu thereof; having satisfactorily completed the tests as laid down in para. 1(e) above within the same period.

4. *Privileges*.—The privileges of the holder of a Flight Navigator's licence shall be to act as a Flight Navigator on any flight where a Flight Navigator is required to be carried in accordance with rule 38A.

#### SECTION P

#### STUDENT FLIGHT ENGINEER'S LICENCE

*Requirements for the Issue of Licence*.—An applicant for a Student Flight Engineer's Licence shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 21 years of age.
- (b) *Medical Fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a Medical Examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B.
- (c) *Knowledge*.—He shall pass a written examination in the following subjects:
  - (i) *Regulations & Procedure*.—including Rules, regulations and procedure in force so far as duties of Flight Engineers are concerned;
  - (ii) *Aircraft & Engines*.—including elementary knowledge of aerodynamics and theory of flight, general principles of construction, maintenance and functioning of airframes power plants and installed equipment on aircraft (fuel hydraulic and electrical systems etc.) normally requiring a Flight Engineer, type of fuel, refuelling procedure, preparation of reports illustrated by sketches if necessary describing replacement or repair required in the case of damage.

*NOTE*.—A candidate possessing AME's licence with appropriate aircraft rating may be exempted from the whole or part of the written examination at the discretion of the Director General.

(d) *Experience*.—He shall produce evidence of having satisfactorily completed:

A minimum of 3 years practical experience to the satisfaction of the Director General in maintenance and repair of aircraft and engines, out of which 12 months shall have been in the maintenance and repair of multi-engine aircraft having engines rated at not less than 800 B.H.P. each; out of these 12 months, not less than 3 months shall have been spent on maintenance and repair of the type of aircraft which is desired to be included in the aircraft rating of his licence, within a period of 2 years immediately preceding the date of application;

or

An approved course of training of at least two years duration in maintenance, repair and overhaul of aircraft and engines, out of which at least 6 months shall be in the maintenance and repair of multi engine aircraft having engines rated at not less than 800 B.H.P. each; out of these 6 months not less than 3 months shall have been spent on maintenance and repair of the type of aircraft which is desired to be included in the aircraft rating of his licence within a period of 2 years immediately preceding the date of application.

not less than 200 hours of experience as Pilot-in-Command of a multi engine aircraft with an all-up-weight of not less than 14,000 kgs. or any other multi engine aircraft having a Flight Engineer's Station and in addition, he shall have spent not less than 3 months on maintenance and repair of the type of aircraft which is desired to be included in the aircraft rating of his licence within a period of two years immediately preceding the date of his application.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination.

3. *Renewal*.—Licence may be renewed for a period not exceeding 12 months from the date of a successful medical examination subject to the total validity of the licence not exceeding 24 months from the date of issue.

4. *Aircraft Rating*.—Licence shall indicate the types of aircraft on which the holder is entitled to fly in the capacity of a Student Flight Engineer.

5. *Extension of Aircraft Rating*.—For extension of the aircraft rating to include an additional type of aircraft an applicant shall be required to produce evidence of having passed a written examination in aircraft and engines as mentioned in para 1(c) above pertaining to the aircraft for which the extension of aircraft rating is desired and of having a minimum experience to the satisfaction of the Director General of not less than 3 months on maintenance and repair of the same type of aircraft during a period of 2 years immediately preceding the date of application.

6. *Privileges*.—Subject to the validity of endorsements and ratings in the licence the privileges of the holder of a Student Flight Engineers' licence shall be to act as a Student Flight Engineer of any type of aircraft entered in aircraft rating of his licence: and which has a separate Flight Engineers' Station provided that—

- (a) he shall so act at all times under the personal supervision of a Flight Engineer and solely for the purpose of gaining flight experience required for obtaining a Flight Engineer's licence;
- (b) he shall not act as a Student Flight Engineer of a transport aircraft carrying passengers, unless he has satisfactorily completed a course of training for a minimum of 10 hours on local training flights or non-passenger carrying flights, during which he shall have carried out not less than 10 take-offs and 10 landings and he has been certified fit by an Examiner to operate as a Student Flight Engineer on the type of transport aircraft carrying passengers; Out of the 10 hours stipulated as training experience, not more than 5 hours shall be on an approved synthetic device. Landings carried out on synthetic device shall not count towards the 10 landings referred to above.

## SECTION Q

### FLIGHT ENGINEER'S LICENCE

1. *Requirements for Issue of Licence*.—An applicant for a Flight Engineer's licence shall satisfy the following requirements:

- (a) *Age*.—He shall be not less than 21 years of age.
- (b) *Medical Fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness, on the basis of compliance with the requirements as notified by the Director General under rule 39-B.
- (c) *Knowledge*.—He shall pass a written examination in the following subjects.
  - (i) *Regulations and Procedure*.—Including rules, regulations and procedure in so far as the duties of flight engineers are concerned.
  - (ii) *Aircraft and Engines*.—Various terms and definitions used in the operation of aircraft, general knowledge of aircraft operation, detailed knowledge of manuals of the type of aircraft to which the application relates; Methods of effecting in flight minor repairs, replacements and adjustments; aircraft performances with respect to speed limitations and the procedure to be followed in

case of emergency particularly in the event of fire in air or power plant failure; flight planning based on loading and performance charts, fuel consumption and engine power curves, control of power output and mathematical computations involved; General knowledge of varying meteorological conditions and their effect on power-plant operation and aircraft loading & C. G. computations.

- (d) *Experience*.—An applicant shall produce evidence of having completed within a period of 12 months immediately preceding the date of the application for licence 50 hours' of flying experience. Out of this flying experience not more than 10 hours shall have been obtained on an approved synthetic flight trainer;
- (e) *Skill*.—He shall have demonstrated his competency as a Flight Engineer to the satisfaction of an Examiner by undergoing the following tests on the type of aircraft to which the application for licence relates within a period not exceeding 6 months immediately preceding the date of such application:

The flight tests shall include handling, care and pre-flight inspection; practical knowledge of emergency procedures and the ability to take appropriate action in the event of engine failure occurring particularly on take-offs and landings.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of a licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination, except when an applicant has been medically examined during thirty days immediately preceding the date of expiry of the licence full period of validity may be allowed from the date of expiry.

3. *Renewal*.—The licence may be renewed on receipt of satisfactory evidence of an applicant

- (a) having undergone a successful medical examination in accordance with para 1 (b) above,
- (b) having satisfactorily completed not less than 20 hours of flight time as a Flight Engineer within a period of 6 months immediately preceding the date of application for renewal or in lieu thereof: having completed flight tests as laid down in para 1 (c) above within the same period.

4. *Aircraft Rating*.—The licence shall indicate the type(s) of aeroplanes the holder is entitled to fly in the capacity of a Flight Engineer.

5. *Extension of Aircraft Rating*.—For extension of aircraft rating to include an additional type of aircraft, an applicant shall be required to produce evidence of

- (a) having completed to the satisfaction of the Director General, a minimum experience of not less than 3 months on maintenance and repair of aircraft desired to be included in the aircraft rating of the licence within a period of 2 years immediately preceding the date of application.
- (b) having passed a written examination in aircraft and engines as mentioned in para 1(c) above.
- (c) having successfully completed the flight tests as laid down in para 1(e) above in respect of the type of the aircraft for which the aircraft rating is desired within a period of 6 months immediately preceding the date of application for extension of Aircraft Rating.

6. *Privileges*.—Subject to the endorsements and rating in the licence the privileges of the holder of a Flight Engineer's licence shall be to act as a Flight Engineer in any aircraft of a type specified in the Aircraft Rating of this licence.

## SECTION R

### FLIGHT RADIO TELEPHONE OPERATOR'S LICENCE

1. *Requirement for issue of Licence*.—An applicant for a Flight Radio Telephone Operator's Licence shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 18 years of age;

- (b) *Medical Fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from either a registered medical practitioner or an approved medical board after undergoing a medical examination during which he shall have established his medical fitness, on the basis of compliance with the requirements as notified by the Director General under Rule 39B;

*Knowledge: (i) Technical Qualification*.—He shall produce a valid Radio Telephone Operator's (Restricted or General) Certificate endorsed for Aeromobile service issued or recognised by the Central Government under the Indian Wireless Telegraphy Rules, 1954;

- (ii) *Other Requirement*.—He may be required to pass, at the discretion of the Director General a test to establish his knowledge of the current Aeromobile radio-telephone operating practices and procedures, standards and recommended practices pertaining to air traffic control communication as promulgated by the Director General from time to time.

- (d) *Experience*.—He shall produce satisfactory evidence of having completed not less than 2 months satisfactory experience as a Flight Radio Telephone Operator and obtained at least 10 hours' experience in flight during the preceding 12 months in an aircraft equipped with radio apparatus in accordance with Rule 63:

Provided that an applicant who has not had the experience as required above may be granted a provisional licence for a period not exceeding one year in order to enable him to obtain the necessary experience:

Provided further that an applicant who is a licensed flight crew will not be required to produce evidence of experience.

- (e) *Skill*.—He may, if so necessary, be subjected to a flight check as provided under Rule 12(3) of the Indian Wireless Telegraphy Rules, 1954 to establish his competency as a Flight Radio Telephone Operator.

2. *Validity*.—The period of validity shall commence from the date of issue or renewal of licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination except where an applicant is medically examined during 30 days preceding the date of expiry of the licence, full period of validity may be allowed from the date of expiry subject to the validity of the Radio Telephone Operator's (Restricted or General) Certificate issued under the Indian Wireless Telegraphy Rules, 1954.

3. *Renewal*.—A licence will be renewed on production of satisfactory evidence of—

- (a) having undergone a medical examination in accordance with para 1 (b) above;
- (b) having a current Radio Telephone Operator's (Restricted or General) Certificate (Aeromobile Service) issued or recognised by the Central Government under the Indian Wireless Telegraphy Rules, 1954.

4. *Privileges*.—Subject to the endorsements in the licence, the privileges of the holder of a Flight Radio Telephone Operator's licence shall be to act as a Flight Radio Telephone Operator on any aircraft equipped with radio apparatus in accordance with Rule 63, except that the holder of a provisional licence shall at all times operate under the supervision of a person holding a Flight Radio Operator's or Flight Radio Telephone Operator's licence.

## SECTION S

### FLIGHT RADIO OPERATOR'S LICENCE

1. *Requirement for Issue of Licence*.—An applicant for a Flight Radio Operator's Licence shall satisfy the following requirements:—

- (a) *Age*.—He shall be not less than 18 years of age;
- (b) *Medical Fitness*.—He shall produce on a prescribed proforma a certificate of physical fitness from an approved medical board, after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements, as notified by the Director General under Rule 39B;

(c) *Knowledge:*

- (i) *Technical Qualifications.*—He shall produce a valid First Class Radio Telegraph Operator's Certificate endorsed for Aeromobile Service issued or recognised by the Central Government under the Indian Wireless Telegraphy Rules, 1954;
- (ii) *Other Requirement.*—He may be required to pass, at the discretion of the Director General a test to establish his knowledge of the current aeromobile radio operating practices and procedures, standards and recommended practices pertaining to air traffic control communication as promulgated by the Director General from time to time;
- (d) *Experience.*—He shall produce satisfactory evidence of having completed not less than 4 months satisfactory experience as a Flight Radio Operator and obtained at least 25 hours' experience in flight during the preceding 12 months in an aircraft equipped with radio apparatus in accordance with Rule 63;

Provided that an applicant who has not had the experience as required may be granted a provisional licence for a period not exceeding one year in order to enable him to obtain the necessary experience.

- (e) *Skill.*—He may, if so necessary, be subjected to a flight check as provided under Rule 12(3) of the Indian Wireless Telegraphy Rules, 1954 to establish his competency as a Flight Radio Operator.

2. *Validity.*—The period of validity shall commence from the date of issue or renewal of licence. The licence shall be valid for a period not exceeding 12 months from the date of medical examination except where an applicant is medically examined during 30 days preceding the date of expiry of the licence, full period of validity may be allowed from the date of expiry subject to the validity of the First Class Radio Telegraph Operator's Certificate issued under the Indian Wireless Telegraphy Rules, 1954.

3. *Renewal.*—A licence will be renewed on production of satisfactory evidence of—

- (a) having undergone a medical examination in accordance with para 1(b) above;
- (b) having a current First Class Radio Telegraph Operator's Certificate (Aeromobile Service) issued or recognised by the Central Government under the Indian Wireless Telegraphy Rules, 1954.

4. *Privileges.*—Subject to the endorsements in the licence, the privileges of the holder of a Flight Radio Operator's licence shall be to act as a Flight Radio Operator on any aircraft equipped with radio apparatus in accordance with Rule 63, except that the holder of a provisional licence shall at all times operate under the supervision of a person holding a Flight Radio Operator's licence.

(19). In Schedule VI in the entry in the 2nd Column against S. No. 6 Log Books, for the figures "67", the following shall be substituted, namely:—  
"67, 67A".

[No. 10-A/96-57.]

D. R. KOHLI, Under Secy.

## MINISTRY OF FINANCE

### (Department of Economic Affairs)

New Delhi, the 6th July 1960

**G.S.R. 785.**—In exercise of the powers conferred by section 27 of the Foreign Exchange Regulation Act, 1947 (7 of 1947), the Central Government hereby makes the following amendment in the Foreign Exchange Regulation Rules, 1952, namely:—

1. These Rules may be called the Foreign Exchange Regulation (Amendment) Rules, 1960.

2. In the First Schedule to the Foreign Exchange Regulation Rules, 1952—

- (1) the existing Form G.R. 1 shall be relettered as Form G.R. 1(0) and

- (2) after Form G.R. 1(0) as so relettered, the following Form shall be inserted, namely:—

FORM GR. I

**ORIGINAL**

Serial No.

(To be submitted to Customs)

BD

**EXCHANGE CONTROL**

*(Declaration to be furnished by exporters before shipping commodities from India to territories outside India other than Pakistan, Afghanistan, Nepal, Tibet, Bhutan and Portuguese territories in India).*

Name of Steamer/Aircraft No. ....

Shipping Bill No. ....

Rupce Value ..... Port of Shipment .....

1. Exporter's Name .....

2. Country of destination of goods .....

3. Short description and quantity of goods .....

4. Invoice value of goods (stating currency) .....

(Shipping charges, insurance etc. if not included in price) .....

Total .....

5. Method by which payment is to be received in India :

(a) \*In foreign currency ..... (state currency)

(b) \*In rupces

\*Strike out clause (a) or (b) not applicable.

I hereby declare that I am the SELLER/CONSIGNOR of the goods in respect of which this declaration is made and that the particulars given above are true and

(a) \*that the invoice value declared is the full export value of the goods and is the same as that contracted with the buyer.

(b) \*that this is a fair valuation of the goods which are unsold.

\*Strike out clause (a) or (b) not applicable.

I/my principals undertake that I/they will deliver to the bank mentioned below the foreign exchange rupee proceeds resulting from the export of these goods on or before

@

(Name and address of the bank through whom payment is to be received)

(Signature of Exporter)

Address —

Date.....

Space for use of the Reserve Bank of India

NOTE. All documents relating to export of goods from India must be passed through medium of an authorised dealer in foreign exchange in India within 21 days of the date of shipment of the goods.

@State approximate date of delivery which must be within six months of export.

**NOTES TO EXPORTERS**

(a) The GR form procedure applies to exports to all territories outside India excluding Pakistan, Afghanistan, Nepal, Tibet, Bhutan and Portuguese territories in India.

(b) In all cases, the GR form must be completed in triplicate and this copy should be submitted to Customs in order to obtain the necessary permission to ship the goods. The remaining copies must be handed over to the authorised dealer in foreign exchange through whom payment for the shipment is being received.



(c) Subject to such changes as may be notified from time to time, the methods currently prescribed for receiving payments for exports to different countries are stated below :—

<i>Names of countries</i>	<i>Methods of payments permitted</i>
<b>A. Convertible Account countries—</b>	
(i) Austria, Belgium Monetary Area (Belgium, Luxembourg and Belgian Congo), Canada, Denmark (including Faroe Islands), Dutch Monetary Area (The Netherlands and Netherlands West Indies), French France Area (Metropolitan France and the Overseas Empire), French Somali Coast, Italian Monetary Area, Iraq, Norway, Panama, Philippine Islands, Portuguese Monetary Area (Portugal and Portuguese Empire excluding the Portuguese territories adjacent to India), Sweden, Switzerland and Liechtenstein, The United States of America and any territory under the sovereignty of the U.S.A., Western Zones of Germany.	(a) The currency of any territory in this sub-group. (b) Sterling from an 'External Account' as defined under the U. K. Exchange Control regulations. (c) Rupees from the account of a bank in any country in the 'Convertible Account' group.
(ii) All countries other than those mentioned in group A(i), B and the Scheduled Territories.	(a) Currency of any country in sub-group(i). (b) Sterling from an 'External Account' as defined under the U. K. Exchange Control regulations. (c) Rupees from the account of a bank in any country in the 'Convertible Account' Group.
<b>B. Bilateral Account countries</b>	
Afghanistan, Bulgaria, Czechoslovakia, Egypt, German Democratic Republic, Hungary, Poland, Roumania, U.S.S.R., Yugoslavia.	Rupees from the account of a resident of the country concerned.
<b>C. Scheduled Territories—</b>	
The British Commonwealth (except Canada), The Irish Republic, British Trust Territories, British Protectorates and Protected States, Burma, Iceland, The Hashemite Kingdom of the Jordan, Libya.	(a) Sterling or any sterling area currency other than Indian rupees from the account of a resident in any country in this group other than India. (b) Rupees from the account of a bank in any country in this group other than India.

FORM GR.1

Serial No.

By.D.

DUPLICATE

(together with a copy of shipper's invoice to be submitted to the Reserve Bank through an authorised dealer in foreign exchange.)

## EXCHANGE CONTROL

*Declaration to be furnished by exporters before shipping commodities from India to territories outside India other than Pakistan, Afghanistan, Nepal, Tibet, Bhutan and Portuguese Territories in India)*

Name of Steamer/Aircraft No. ....

Shipping Bill No. ....

Rupee Value ..... Port of  
Shipment .....

1. Exporters Name.....

2. Country of destination of goods .....

3. Short description and quantity of goods .....
4. Invoice value of goods (stating currency).....  
(Shipping charges, insurance etc. if not included in price) .....
- Total .....
5. Method by which payment is to be received in India:
- \*Strike out (a) \*In foreign currency .....
- clause (a) or (b) (state currency)
- not applicable (b) \*In rupees .....

I hereby declare that I am the SELLER/CONSIGNOR of the goods in respect of which this declaration is made and that the particulars given above are true and

Strike out (a) that the invoice value declared is the full export value of the goods and is the  
clause (a) same as that contracted with the buyer.  
or (b) not (b) that this is a fair valuation of the goods which are unsold.  
applicable

I/my principals undertake that I/they will deliver to the bank mentioned below the foreign exchange/rupee proceeds resulting from the export of these goods on or before

†.....

(Name and address of the bank through  
whom payment is to be received)

(Signature of Exporter)

Address.....

Date .....

Space for use of the Reserve Bank of India

NOTE. All documents relating to export of goods from India must be passed through the medium of an authorised dealer in foreign exchange in India within 21 days of the date of shipment of the goods.

†State approximate date of delivery which must be within six months of export.

Certificate by authorised dealer in India through whom bills are negotiated or collected or through whom payment for goods is received

We hereby certify that we have

(i) \*negotiated

D.A. \*bills

received for collection

D.P.\*

\*under letter of Credit No. ....

(ii)\* forwarded shipping documents for delivery to the consignee against

Trust receipt\*

letter of undertaking\*

of the value of .....  
(state currency) (amount)

as declared under Section 5(a)/(b) and we undertake to see that the proceeds are received by us on or before.....\*\*in a manner approved by the Exchange Control within six months or that explanation is furnished to the Reserve Bank of India as to the reason for non-delivery.

\*Strike out  
whichever item  
is not applicable.

or

We hereby certify that we have received advance remittance of

.....in payment of the goods as declared in  
(state currency) (amount)

5(a)/(b).

#### NOTES TO BANKS :

I. The above certificate should be correctly completed by the authorised dealer who handles the relative shipment.

2. This copy together with a copy of the shipper's invoice should be submitted to the Reserve Bank of India along with the appropriate Return (Foreign currency sales/purchases or rupee transfers) for the period during which the bills/documents have been handled.

3. On receipt of the proceeds of bills or consignment shipments under section 5(a) or (b), the authorised dealer will forward to the Reserve Bank the triplicate copy of this form with the appropriate certificate on the reverse of the copy duly completed. In respect of consignment shipments, the accounts sales or other satisfactory documentary evidence in support of the proceeds actually realised should be forwarded along with the triplicate copy of the form. In the event of the proceeds not being received within six months, an explanation on the prescribed form for extension of the period of realisation should be submitted to the Reserve Bank with satisfactory explanation for the non-realisation.

4. In the case of bills drawn and negotiated for only part of the invoice amount, the triplicate copy of the form should be retained by the authorised dealer until the proceeds of the shipment have been received by him in full.

5. Method by which payment is to be received in India :—

- (a) Goods invoiced is permitted foreign currency or in sterling and payment received through a bank in India by negotiating or sending for collection bills and/or documents drawn in the foreign currency or in sterling or an advance remittance in foreign currency or sterling.
- (b) Goods invoiced in rupees and payment received through a bank in India by negotiating or sending for collection bills and/or documents drawn in rupees or an advance remittance in rupees.

NOTE.—Where the goods are shipped to a non-sterling area country and the bills drawn in sterling or other sterling area currencies, the payment should be received from an External Account in the U. K. or from an appropriate non-resident account in the sterling area country concerned as the case may be.

Space for use by the Reserve Bank of India

Month and year 9—12	Amount 36—42	A.D. 49—50	Country 52—54	Currency 55—56	Method of Finance 58	Term of Contract 60	Commo- dity 61—63
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Coded.....Checked.....Punched.....Verified.....

FORM GR. I

Serial No.

By.D.

TRIPLICATE

(to be forwarded to the Reserve Bank  
through an authorised dealer in foreign  
exchange).

EXCHANGE CONTROL

(Declaration to be furnished by exporters before shipping commodities from India to territories outside India other than Pakistan, Afghanistan, Nepal, Tibet, Bhutan and Portuguese territories in India)

Name of Steamer/Aircraft No. ....

Shipping Bill No. ....

Rupee Value .....Port of Shipment .....

1. Exporter's Name .....

2. Country of destination of goods .....

3. Short description and quantity of goods .....

4. Invoice value of goods (stating currency) .....

Shipping charges, insurance etc. if not included in price .....

Total .....

## 5. Method by which payment is to be received in India :

\*Strike out clause (a) or (b) not applicable.

(a) \*In foreign currency ..... (state currency)

(b) \*In rupees

I hereby declare that I am the SELLER/CONSIGNOR of the goods in respect of which this declaration is made and that the particulars given above are true and

Strike out (a) that the invoice value declared is the full export value of the goods and is the clause (a) same as that contracted with the buyer.

or (b) not applicable.

(b) that this is a fair valuation of the goods which are unsold.

I/my principals undertake that I/they will deliver to the bank mentioned below the foreign exchange/rupee proceeds resulting from the export of these goods on or before

(a) .....  
 (Name and address of the bank through whom payment is to be received) (Signature of Exporter)

Address .....  
 Date.....

Space for use of the Reserve Bank of India

NOTE.—All documents relating to export of goods from India must be passed through the medium of an authorised dealer in foreign exchange in India within 21 days of the date of shipment of the goods.

@State approximate date of delivery which must be within six months of export.

Certificate by authorised dealer in foreign exchange in India receiving full proceeds of shipments by method (a) or (b) of Section 5.

## \*Section 5(a)

We confirm that ..... was received by us  
 (state foreign currency) (amount)

on .....  
 (Date)

(i) by credit/s to our account with our agent in.....  
 (ii) by a draft or T.T.

@We confirm that £..... was received by us on.....  
 (date)

from a φ .....  
 (State type of account in the U.K./sterling area country)

(i) by credit to our account with our Agent in London/sterling area country.  
 (ii) by a sterling draft or T. T.

## Section 5(b)

We confirm that Rs. .... were received by us on..... by a  
 (date)

(i) transfer from the rupee account in India of a bank in.....  
 (state name of country)

(ii) a remittance from London, the sterling with which the rupees were purchased being provided from a..... or by a  
 (state name of sterling account in the U.K.)

sale of ..... to the London Control  
 (state foreign currency) (amount)

(iii) sale to a bank in India of .....  
 (state foreign currency) (amount)

\*Authorised dealers should complete certificate under Section 5(a) in case of sterling bills, on London covering shipments to U. K. or countries within the sterling area.

@To be completed when goods are invoiced in sterling covering shipments to non-sterling area countries.

φ Authorised dealers must request their London Agents when advising them that sterling payments have been made to their credit to state source from which they have been received to enable dealers to complete this declaration.

[No. 31(1)-CIE/60.]

Y. T. SHAH, Dy. Secy.

## (Department of Economic Affairs)

*New Delhi, the 11th July 1960*

**G.S.R. 786.**—The following draft of certain amendments to the Public Debt Rules, 1946 which the Central Government proposes to make in exercise of the powers conferred by Section 28 of the Public Debt Act, 1944 (18 of 1944) as hereby published as required by sub-section (1) of that section for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 24th July, 1960.

Any objection or suggestion received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendments*

1. (1) These rules may be called the Public Debt (Amendment) Rules, 1960.
- (2) They shall come into force on the 1st August, 1960.

2. In rule 7 of the Public Debt Rules, 1946 (hereinafter referred to as the said rules), after sub-rule (3), the following sub-rules shall be inserted, namely:—

“(3A) A Government security issued in the form of a Treasury Savings Deposit Certificate whether before or after the commencement of the Public Debt (Amendment) Rules, 1960, may be transferred subject to the following conditions, namely:—

- (a) the transfer shall be made in writing in Form IIIA;
- (b) the transfer may relate to the whole amount for which the certificate is issued or to a part thereof;
- (c) the transfer shall be made only to a person who is himself eligible to hold a Treasury Savings Deposit Certificate;
- (d) the transfer shall not take effect until it is registered in the Public Debt Office;
- (e) any transfer during the period of one year from the date of issue of the certificate may be made only to—
  - (i) a near relative (husband, wife, lineal ascendant or descendant, brother or sister) for natural love and affection;
  - (ii) any other person under the orders of a court of law.

(3B) Notwithstanding anything contained in clause (e) of sub-rule (3A) but subject to the conditions specified in clauses (a), (b), (c) and (d) of that sub-rule, a Treasury Savings Deposit Certificate may be transferred by way of pledge or security to—

- (a) a Gazetted Officer of Government in his official capacity;
- (b) a local authority or any officer of such local authority;
- (c) the Reserve Bank of India, a scheduled bank or a co-operative society including a co-operative bank; or
- (d) any other corporation or a Government company as defined in section 617 of the Companies Act, 1956.

*Explanation.*—In this sub-rule—

- (a) “local authority” means a municipal corporation, municipal committee, district board, body of Port Commissioners or other authority legally entitled to or entrusted by the Government with the control or management of a municipal or local fund;
- (b) “corporation” means a corporation established by or under any law for the time being in force but does not include a company or a foreign company as defined in the Companies Act, 1956.”

3. For rule 7A of the said rules, the following rules shall be substituted, namely:—

“7A. *Nomination in respect of a Treasury Savings Deposit Certificate.*—(1) A sole holder or a sole surviving holder of a Government security issued in the form of Treasury Savings Deposit Certificate [whether before or after the commencement of the Public Debt (Amendment) Rules, 1960] who is not a minor and who holds the certificate in his individual capacity and not in the capacity of the holder of an office or otherwise may nominate a person or persons who shall be

entitled to the certificate and to payment thereon in the event of the death of the holder:

Provided that—

- (a) the person or each of the persons nominated is himself competent to hold a certificate, and
  - (b) the nomination is made either before maturity of the certificate or after maturity, during the period for which the certificate earns interest.
- (2) Every nomination under sub-rule (1), whether in substitution of a nomination already made or not, shall be made in form IIIB.
- (3) A nomination made under this rule may on a subsequent date be cancelled in writing in Form IIIC.
- (4) As soon as possible after a nomination is made or a nomination already made is cancelled, the person making or cancelling the nomination shall send to the Public Debt Office the form of nomination or cancellation, as the case may be, together with the certificate to which it relates and the fee prescribed in sub-rule (5); and thereupon the Public Debt Office shall register the nomination or, as the case may be, the cancellation in its books and return the certificate with an endorsement thereon that a nomination has been made in respect of the certificate or that the nomination already made has been cancelled.

(5) The fee for the registration of a nomination or any cancellation thereof shall be 25 nP. for every Rs. 50 of the nominal value of the certificate subject to a maximum of Re. 1 per certificate:

Provided that no fee shall be charged for the registration of the first nomination in respect of any certificate.

(6) No nomination or cancellation of a nomination shall take effect unless and until it has been registered in the Public Debt Office in accordance with this rule.

*7B. Effect of nomination on renewal, etc.*—(1) The rights which a nominee or nominees have acquired in relation to a Treasury Savings Deposit Certificate under a nomination duly made and registered under Rule 7A, shall not be affected by reason only of the renewal or sub-division of the certificate or of the issue of a duplicate certificate on the ground that the original has been lost, stolen, destroyed, mutilated or defaced; and the nominee or nominees shall have the same rights in relation to the renewed certificate or each of the certificates issued on sub-division or the duplicate certificate as he or they had in relation to the original certificate:

Provided that where a certificate is sub-divided in pursuance of a transfer of a part of such certificate, nothing in this sub-rule shall apply to the new certificate issued to the transferee.

(2) Notwithstanding anything contained in sub-rule (1) of rule 24, a Treasury Savings Deposit Certificate which is subject to nomination in favour of a person or persons shall not be consolidated with any other Treasury Savings Deposit Certificate unless the latter is also subject to nomination in favour of the same person or persons; and where two or more such certificates are consolidated, the person or persons shall have the same rights in relation to the consolidated certificate as he or they had in relation to each of the certificates so consolidated."

4. In rule 31 of the said rules, for the figure and words "4 annas per cent", the figures and words "25 nP. per cent" shall be substituted.

5. In the Schedule to the said rules, after Form III, the following forms shall be inserted, namely:—

#### FORM III-A

[See Rule 7(3A)]

I/We ..... do hereby assign and transfer my/our interest or share in the ..... per cent. Ten-Year Treasury Savings Deposit Certificate No. .... for Rs. .... being the amount/a portion of the said certificate for Rs. .... together with the accrued interest thereon unto ..... [Transferee(s)]  
 his/her/their executors, administrators or assigns, and I/we ..... [Transferee(s)]  
 do freely accept the above certificate transferred to me/us,

2. I/We ..... hereby declare that  
 [Transferee(s)]  
 on this transfer being effected my/our holdings in Treasury Savings Deposit  
 this transfer is being effected by way of Security  
 Certificates would not exceed the maximum limit for holdings in Treasury  
 Savings Deposit Certificates applicable to me/us.

As witness our hand the ..... day of ..... one thousand nine  
 hundred and.....

Signed by the above named.....

[Name(s) of Transferee(s)].

in the presence of .....

(Name, occupation and address of  
 witness)

Signed by the above named .....

[Name(s) of Transferee(s)]

In the presence of .....

(Name, occupation and address of  
 witness)

[Signature(s) of Transferor(s)]

(Signature of witness)

[Signature(s) of Transferee(s)]

(Signature of witness)

Note.—Strike out what is not applicable.

#### FORM III-B

[See Rule 7A(2)]

Nomination made under Section 9B(1) of the Act and Rule 7A

1. I ..... Name and address)  
 nominate the following person/s who shall, on my death, have the right to  
 receive payment of the amount for the time being due on the certificate specified  
 below.

Certificate				Nominee		
Nature	Distinguishing number	Denomi- nation	Date of purchase	Name	Address	Date of birth

2. \*As..... the sole nominee above is a minor on this  
 date, I appoint Sri/Smt./Kumari ..... Nominee No. ....  
 to receive the amount for the  
 time being due on the above certificate in the event of my death during the  
 minority of the said nominee .....\*\*

Place .....

Date .....

Signature/Thumb Impression of the holder.

Signatures and addresses of witnesses:

1.

2.

3. †This nomination is in substitution of the nomination dated .....  
 made by me and registered in your books on the ..... which shall stand  
 cancelled on registration of this nomination.

\*Not to be filled in, unless nominee is a minor.

\*\*Name of the nominee.

†This paragraph may be struck out when the nomination is not in substitution  
 of one already made.

FORM III-C  
[See Rule 7A(3)]

Notice of cancellation of nomination under section 9B(1) of the Act and Rule 7A

I ..... (name and address) do hereby cancel the nomination, dated..... (made by me in respect of the following certificate and registered by the Public Debt Office on the.....(date).

*Particulars of the Certificate.*

Place .....

Date .....

Signature/Thumb impression of holder.

Signatures and addresses of witnesses:

- 1.
- 2.

[No. F. 13(30) (i)-NS/59.]

**G.S.R. 787.** The following draft of certain amendments to the Public Debt (Annuity Certificates) Rules, 1954, which the Central Government proposes to make in exercise of the powers conferred by section 28 of the Public Debt Act, 1944 (18 of 1944), is hereby published as required by sub-section (1) of that section for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 24th July, 1960.

Any objection or suggestion received from any person with respect to the said draft before the date so specified will be considered by the Central Government

*Draft Amendments*

1. (1) These rules may be called the Public Debt (Annuity Certificates) Amendment Rules, 1960.

(2) They shall come into force on the 1st August, 1960.

2. After rule 4 of the Public Debt (Annuity Certificates) Rules, 1954 (hereinafter referred to as the said rules), the following rules shall be inserted, namely:—

“4A. *Nomination in respect of an Annuity Certificate.*—(1) A sole holder or a sole surviving holder of a Government security issued in the form of annuity certificate whether before or after the commencement of the Public Debt (Annuity Certificates) Amendment Rules, 1960, who is not a minor, may nominate a person or persons who shall be entitled to the certificate and to payment thereon in the event of the death of the holder:

Provided that—

- (a) the person or each of the persons nominated is himself competent to hold an annuity certificate; and
  - (b) some part at least of the amount payable under the certificate has not become payable.
- (2) Every nomination under sub-rule (1), whether in substitution of a nomination already made or not, shall be made in form AI.
  - (3) A nomination made under this rule may, on a subsequent date, be cancelled in writing in form AII.
  - (4) As soon as possible after a nomination is made or a nomination already made is cancelled, the person making or cancelling the nomination shall send to the Public Debt Office the form of nomination or cancellation, as the case may be, together with the certificate to which it relates and the fee prescribed in sub-rule (5); and thereupon the Public Debt Office shall register the nomination or, as the case may be, the cancellation in its books and return the certificate with an endorsement thereon that a nomination has been made in respect of the certificate or that the nomination already made has been cancelled.



(5) The fee for the registration of a nomination or any cancellation thereof shall be Re. 1 per certificate, provided that no fee shall be charged for the registration of the first nomination in respect of any certificate.

(6) No nomination or cancellation of a nomination shall take effect unless and until it has been registered in the Public Debt Office in accordance with this rule.

4B. *Effect of nomination on renewal, etc.*—The rights which a nominee or nominees have acquired in relation to any annuity certificate under a nomination duly made and registered under rule 4A shall not be affected by reason only of the renewal or sub-division of the certificate or of the issue of a duplicate certificate on the ground that the original has been lost, stolen, destroyed, mutilated or defaced; and the nominee or nominees shall have the same rights in relation to the renewed certificate or each of the certificates issued on sub-division or the duplicate certificate as he or they had in relation to the original certificate."

3. For rule 9 of the said rules, the following rule shall be substituted, namely:—

"9. *Receipt for renewal, etc.*—Subject to any general or special instructions from the Bank, the Public Debt Office may, on application by the holder, renew or sub-divide an annuity certificate provided that the annuity certificate has been receipted in form C or, as the case may be, in form C-1".

4. In the Schedule to the said rules—

(a) after form A, the following forms shall be inserted, namely:—

#### "FORM AI

[See Rule 4A(2)]

Nomination made under Section 9B(1) of the Act and Rule 4A

1. I ..... (Name and address) nominate the following person/s who shall, on my death, have the right to receive payment of the amount for the time being due on the certificate specified below.

Certificate				Nominee		
Nature	Distinguishing number	Denomination	Date of purchase	Name	Address	Date of birth

2. \*As ..... the sole nominee  
Nominee No. .... above is a minor on this date,  
I appoint Sri/Smt./Kumari ..... to receive the amount for the time being due on the above certificate in the event of my death during the minority of the said nominee .....\*\*

3. †This nomination is in substitution of the nomination, dated ..... made by me and registered in your books on the ..... which shall stand cancelled on registration of this nomination.

Place .....

Date .....

Signature/Thumb Impression of the holder.

Signatures and addresses of witnesses:

1.

2.

\*Not to be filled in, unless nominee is a minor.

\*\*Name of the nominee.

†This paragraph may be struck out when the nomination is not in substitution of one already made.

Form AII  
[See Rule 4A(3)]

Notice of cancellation of nomination under section 9B(1) of the Act and Rule 4A.

I ..... (name and address) do hereby cancel the nomination dated ..... made by me in respect of the following certificate and registered by the Public Debt Office on the ..... (date).

*Particulars of the Certificate*

Place .....

Date .....

Signature/Thumb Impression of holder.

Signatures and addresses of witnesses:

1.

2.

(b) after form C, the following form shall be inserted, namely:—

“Form C-1

(See Rule 9)

Form of endorsement for sub-division of an Annuity Certificate

Received in lieu of this Annuity Certificate .....  
Annuity Certificate for Rs. .... respectively with annuity payable  
at ..... Treasury.

Signature of the holder/duly authorised representative of (name of the holder) .....

[No. F. 13(30)(ii)-NS/59.]

SHIV NAUBH SINGH, Jt. Secy.

(Department of Revenue)

DANGEROUS DRUGS

*New Delhi, the 16th July 1960*

**G.S.R. 788.**—In pursuance of sub-clause (ii) of clause (g) of section 2 of the Dangerous Drugs Act, 1930 (2 of 1930), and the Protocol signed at Paris on the 19th November, 1948, supplementing the earlier Geneva Conventions of 1925, 1931 and 1936 relating to drugs placed under international control, the Central Government hereby declares the narcotic substances specified in this notification to be manufactured drugs and makes the following further amendment to the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 4—Dangerous Drugs dated the 4th December, 1956, namely:—

In the said notification, after item No. (63) the following item shall be added, namely:—

*Status of the  
drug under the  
Convention*

“(64) Ethyl 1—(3—cyano—3, 3—diphenylpropyl)—4—phenyl—4—piperidinecarboxylate and its salts, preparations, admixtures, extracts and other substances containing any of these drugs”.

Group I

[No. F. 13/7/60-Opium.]

## CUSTOMS AND CENTRAL EXCISE

*New Delhi, the 16th July 1960*

**G.S.R. 789.**—The following draft of a further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 26th July, 1960.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, under item No. 4 (G), after sub-item No. (26-A), the following shall be added namely:—

“(26-B) Steel clips type ‘U’ for railway track	Rupees fifty-two per ton of steel content”.
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[No. 61/F. No. 34/175/60-Cus.IV.]

**G.S.R. 790.**—The following draft of a further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 18th August, 1960.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960 for item at Serial Number 20 and entries relating thereto, the following shall be substituted namely:—

“20. Mixed total fatty acid obtained from coconut oil	One hundred and seventy-two rupees and fifty-two naye paise per ton.”
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[No. 62/F. No. 34/312/59-Cus.IV.]

**G.S.R. 791.**—The following draft of certain further amendments to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 18th August, 1960.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, for the existing entry against Serial Number 1 and the entries relating thereto the following shall be substituted namely:—

"1. Fabrics, hosiery and fishnet twine or cord, manufactured, wholly or in admixture with other yarn, from artificial silk yarn of all varieties other than staple fibre yarn; and ready-made garments made from such fabrics,—

(a) if they contain artificial silk yarn other than artificial silk yarn consisting entirely of cellulose derivatives or regenerated cellulose or of both—

(i) of less than 20 deniers . . . . Six rupees and eighty-five naye paise per pound of artificial silk yarn content of such deniers.

(ii) of 20 or more deniers . . . . Four rupees and thirtynaye paise per pound of artificial silk yarn content of such deniers.

(b) if they contain artificial silk yarn consisting entirely of cellulose derivatives or regenerated cellulose or both—

(i) of less than 75 deniers . . . . Two rupees and thirty naye paise per pound of artificial silk yarn content of such deniers.

(ii) of 75 or more deniers but not more than 100 deniers. . . . One rupee and fifty-nine naye paise per pound of artificial silk yarn content of such deniers.

(iii) of more than 100 deniers but not more than 135 deniers. . . . Seventy six naye paise per pound of artificial silk yarn content of such deniers.

(iv) of more than 135 deniers but not more than 175 deniers. . . . Fifty-five naye paise per pound of artificial silk yarn content of such deniers.

(v) or more than 175 deniers . . . . One rupee and sixteen naye paise per pound of artificial silk yarn content of such deniers.

(c) if they contain crimped or stretched nylon yarn. . . . Eight rupees and fifty naye paise per lb. of crimped or stretched nylon yarn content"

[No. 63/F. No. 34/180/59—Cus. IV.]

**CORRIGENDUM****CUSTOMS**

*New Delhi, the 16th July 1960*

**G.S.R. 792.**—In the Schedule to the Notification of the Government of India in the Ministry of Finance (Department of Revenue) No. G.S.R. 575 (55 F. No. 34/86/60—Cus. IV), dated 28th May, 1960, item at Serial Number 94 and entries relating thereto shall be deleted.

[No. 73/F. No. 34/53/60—Cus. IV.]

M. C. DAS, Dy. Secy.

**RESERVE BANK OF INDIA**

**(Exchange Control Department, Central Office)**

*Bombay, the 27th June 1960*

**G.S.R. 793.**—In pursuance of Rule 3 of the Foreign Exchange Regulation Rules, 1952, the Reserve Bank hereby directs that the following further amendment shall be made in the notification of the Reserve Bank of India No. F.E.R.A.112/52-R.B. dated the 16th May, 1952, namely—

In the said notification, in item 1 of column 1, after the words "form G.R. 1" the following words shall be inserted, namely:

"or form G.R.1(O)"

[No. F.E.R.A.180/60-R.B.]

H. V. R. IENGAR, Governor.

**MINISTRY OF STEEL, MINES & FUEL****(Department of Mines & Fuel)***New Delhi, the 8th July 1960*

**G.S.R. 794.**—In exercise of the powers conferred by sub-section (2) of section 16 of the Mines and Minerals (Regulation and Development) Act, 1957 (67 of 1957), the Central Government hereby makes the following further amendments in the Mining Leases (Modification of Terms) Rules, 1956, namely:—

1. These rules may be called the Mining Leases (Modification of Terms) Amendment Rules, 1960.

2. In the Mining Leases (Modification of Terms) Rules, 1956, in rule 15, in clause (b) after the brackets, words and figures “(Act V of 1908)” the following shall be inserted namely:—

“If it cannot be served in such manner, by publication in the Official Gazette of the State and in at least one newspaper circulating in the district, where the mine, the terms and conditions of the lease whereof are proposed to be altered or modified, is situated”.

[No. 29(46)/58-MIV.]

H. S. SAHNI, Under Secy.

**MINISTRY OF HEALTH***New Delhi, the 25th June 1960*

**G.S.R. 795.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment of persons to Class I and Class II posts in the Government Medical Stores Organisation, namely:—

1. **Short title.**—These rules may be called the Government Medical Stores Organisation (Class I and Class II Posts) Recruitment Rules, 1960.

2. **Application.**—These rules shall apply to the posts specified in column 1 of the Schedule annexed to these rules.

3. **Classification and scale of pay.**—The classification of the said posts, the scale of pay attached thereto and the number of such posts shall be as specified in columns 2 to 4 of the said Schedule.

4. **Method of recruitment, age limit and other qualifications.**—The method of recruitment to the said posts, age limit, qualifications and other matters connected therewith shall be as specified in columns 5 to 13 of the said Schedule;

Provided that the maximum age limit for direct recruits specified in column 6 of the said Schedule is relaxable in the case of Scheduled Castes, Scheduled Tribes and other special categories of persons in accordance with the orders issued from time to time by the Government of India.

**Disqualification.**—No male candidate who has more than one living and no female candidate who has married a person having already a wife living shall be eligible for appointment to that post;

Provided that the Government of India may, after being satisfied that there are special grounds for doing so, exempt any such candidate from the operation of this rule.

Name of post	No. of posts	Its classification and whether gazetted or non-gazetted	Scale of pay	Whether a selection post or a non-selection post	Age limits for direct recruits	Educational and other qualifications required.
1	2	3	4	5	6	7
1. Deputy Assistant Director General (Medical Stores).	4	General Central Service Class I (Gazetted).	Rs. 800—40—1000— 1000—1050—1050— 1100—1100—1150.	Selection post	Below 45 years	<p><i>Essential:</i></p> <p>(1) A degree in Medicine or a post graduate degree in Arts, Science or Pharmacy of a recognised University or its equivalent.</p> <p>(2) About 5 years experience in care, custody and handling of medical stores and equipment.</p> <p>(3) Experience in controlling labour.</p> <p>(4) Administrative experience.</p> <p><i>Desirable</i></p> <p>(1) Working knowledge of stores accounting.</p> <p>(Qualifications relaxable at the Commission's discretion in case of candidates otherwise well qualified).</p>
2. Depot Manager	4	Do.	Rs. 350—350—380— 380—30—590—E.B. —30—770—40—850	Do.	Below 40 years	<p><i>Essential.</i></p> <p>(1) A degree in Arts or Science or medicine of a recognised university.</p> <p>(2) About 5 years experience in a responsible capacity in the care, custody and handling of Medical Stores.</p> <p>(3) Experience in controlling labour.</p>

Whether age & Educational qualifications prescribed for direct recruitment will apply in case of recruitment by promotion/transfer.	Period of probation if any.	Methods of recruitment i.e. whether by direct recruitment or by promotion or by transfer and percentages of vacancies to be filled by the various modes.	In case of vacancies filled by promotion/transfer grades, sources from which promotion/transfer are to be made.	If a Departmental Promotion Committee exists for recruitment by promotion, composition thereof.	Circumstances in which UPSC is to be consulted in making recruitment.
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8	9	10	11	12	13
Age limit will not apply in case of promotion.	Two years	By promotion if suitable officers are available; otherwise by direct recruitment.	Depot Managers and Factory Managers with at least five years experience in the grade.	Departmental Promotion Committee for Class I.	In cases of direct recruitment.

Do

Two years

By promotion if suitable departmental candidates are available; otherwise by direct recruitment.

Asstt. Depot Manager with at least five years experience in the grade.

Do.

Do.

1	2	3	4	5	6	7
3. Factory Manager	2	General Central Service Class I (Gazetted).	Rs. 350—350—380—380—30—590—EB—30—770—40—850 (Plus a special pay of Rs. 100/- p.m. at Madras).	Selection post	Below 40 years	<p><i>Desirable.</i> Working knowledge of stores accounting. (Qualifications relaxable at the Commission's discretion in case of candidates otherwise well qualified.) <i>Essential.</i></p> <p>(1) Post-graduate degree in Chemistry or Pharmaceutical Chemistry of a recognised university with about 3 years' experience in manufacture and testing of drugs.</p> <p>OR</p> <p>Degree in Chemistry, or Pharmacy with about 5 years' practical experience of manufacture and testing of drugs.</p> <p><i>Desirable.</i> (1) Basic knowledge of Chemical Engineering. (2) Experience in handling of labour and administration. (3) Working knowledge of stores accounting. (Qualifications relaxable at the Commission's discretion in case of candidates otherwise well qualified).</p>
4. Assistant Depot Manager.	10	General Central Service Class II (Gazetted).	Rs. 275—25—500—E.B.—30—650.	Selection post	Below 30 years	<p><i>Essential.</i> (1) A degree in Arts or Science, of a recognised University. (2) Adequate experience in</p>



8	9	10	11	12	13
Age limit will not apply in case of promotion.	Two years	By promotion if suitable departmental candidates are available; otherwise by direct recruitment.	Assistant Factory Manager with at least five years' experience in the grade.	Departmental Promotion Committee for Class I.	In cases of direct recruitment.
Do.	Two years	50% by promotion 50% by direct recruitment.	(i) Office Superintendent (ii) Store Superintendent (iii) Assistant Superintendent (Office and Stores) with at least five years experience in the grades.	Departmental promotion Committee for Class II.	Do.

1	2	3	4	5	6	7
						care and custody of medical stores.
						<i>Desirable.</i> Experience in the control of labour. (Qualifications relaxable at the Commission's discretion in case of candidates otherwise well qualified.)
5. Assistant Factory Manager (C act)	3	General Central Service Class II (Gazetted)	Rs. 275—25—500— E.B.—30—650.	Selection post	Below 30 years	<i>Essential.</i> (1) A degree in Chemistry, Pharmaceutical Chemistry or Pharmacy of a recognised University. (2) About 3 years' practical experience in the testing of drugs and chemicals. <i>Desirable.</i> For Asstt. Manager: Experience in the control of labour. For Chemists: Experience in the manufacture of drugs and chemicals. (Qualifications are relaxable at Commission's discretion in case of candidates otherwise well qualified.)
6. Pharmacologist	1	General Central Service Class II (Gazetted).	Do.	Not applicable.	Do.	<i>Essential:</i> (1) A degree in Medicine of a recognised University with specialisation in Pharmacology and experimental Physiology. OR A post graduate degree in Pharmacology of a recognised University.

8	9	10	11	12	13
Age limit will not supply in case of promotion.	Two years	50% by promotion 50% by direct recruitment.	Assistant Chemist with Departmental promotion at least five years' experience in the grades. (For this purpose the posts of Assistant Factory Manager and Chemist should be taken together).	Departmental promotion Committee for Class II.	In cases of direct recruitment.
Not applicable.	Two years	By direct recruitment	Not applicable.	Not applicable.	For direct recruitment.

1	2	3	4	5	6	7
						<p>(2) About three years' training in Laboratory methods and technique in a teaching or research laboratory. (Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified.)</p> <p><i>Desirable.</i> Experience in Pharmacological Research and Drug testing.</p>
7. Bacteriologist	1	General Central Rs. 275—25—500— Service Class II E.B.—30—650. (Gazetted).		Not applicable	Below 30 years	<p><i>Essential.</i> (1) A degree in Medicine of a recognised University with special training in Bacteriology, Immunology or Microbiology.</p> <p>OR</p> <p>A post graduate degree in Microbiology of a recognised University.</p> <p>(2) About 3 years' training in Bacteriological laboratory or Institution manufacturing biological products.</p> <p>(3) Practical experience in routine Bacteriological testing and media making.</p> <p>(Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified.)</p>

8	9	10	11	12	13
Not applicable.	Two years.	By direct recruitment.	Not applicable.	Not applicable.	For direct recruitment.

[No. F.15-67/58-D]

M. K. KUTTY, Dy. Secy.

**MINISTRY OF IRRIGATION AND POWER****(Central Electricity Board)**

*New Delhi, the 4th July 1960*

**G.S.R. 796.**—The following draft of certain amendments which the Central Electricity Board proposes to make, in exercise of the powers conferred by section 37 of the Indian Electricity Act, 1910 (9 of 1910), in the Indian Electricity Rules, 1956, is hereby published for the information of persons likely to be affected thereby, as required by sub-section (1) of section 38 of the said Act. Notice is hereby also given that the said draft will be taken into consideration by the Board on or after the expiry of three months from the date hereof. Any objection or suggestion which may be received by the Board from any person with respect to the draft before the aforesaid date, shall be considered by the Board.

*Draft Amendments*

In rule 50 of the said rules,—

(i) for the words "The supplier shall not commence or continue to give supply of energy to any consumer unless", occurring in the opening paragraph of sub-rule (1), the words "The energy shall not be supplied, transformed, converted or used or continued to be supplied, transformed, converted or used unless the following provisions are observed", shall be substituted.

(ii) for sub-rule (2), the following sub-rule shall be substituted, namely:—

"(2)(a) Where energy is being supplied, transformed, converted or used, the consumer or the owner of the concerned installation shall be responsible for the continuous observance of the provisions of sub-rule (1) in respect of his installation.

(b) Every consumer shall use all reasonable means to ensure that where energy is supplied by a supplier, no person other than the supplier shall interfere with the service lines and apparatus placed by the supplier on the premises of the consumer".

[No. EL-III-3(33)/59.]

N. S. VASANT, Secy.

**MINISTRY OF EDUCATION**

*New Delhi, the 6th July 1960*

**G.S.R. 797.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the method of recruitment of persons to certain isolated Class II posts in the National Archives of India, namely:—

1. **Short title.**—These rules may be called the National Archives of India (Recruitment to certain isolated Class II posts) Rules, 1960.

2. **Application.**—These rules shall apply for recruitment to the posts specified in column 1 of the Schedule to these rules.

3. **Number, Classification and Scale of pay.**—The number of posts, classification of the said posts and the scales of pay attached thereto shall be as specified in columns 2 to 4 of the said Schedule.

4. **Method of recruitment, age limit and other qualifications.**—The method of recruitment to the said posts, age limit, qualifications, and other matters connected therewith shall be as specified in columns 5 to 13 of the Schedule aforesaid; provided that the maximum age limit specified in column 6 of the Schedule in

respect of direct recruitment may be relaxed in the case of candidates belonging to the Scheduled Castes/Tribes and other special categories in accordance with the orders issued by the Central Government from time to time.

**4. Disqualification.**—No person who has more than one wife living, or is married to a person who has a wife living shall be eligible for appointment to any post referred to in rule 1; provided that the Central Government may, in any exceptional case and for reasons to be recorded in writing, exempt any person from the operation of this rule.

SCHE

Name of post.	No. of posts.	Classification.	Scale of pay.	Whether Selection post or non-Selection post.	Age limit for direct recruits.	Educational and other qualifications required for direct recruits.
1	2	3	4	5	6	7
1. Administrative Officer	1	G.C.S. Class II (Gazetted) Non-ministerial.	Rs. 530—30—710	Selection	Below 45 years (Relaxable for Government servants).	<p><i>Essential :—</i></p> <ol style="list-style-type: none"> <li>1. Degree of a recognised University.</li> <li>2. About 5 years' administrative experience in a responsible capacity.</li> </ol> <p>(Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified).</p>
2. Assistant Engineer	1	D3	Rs. 350—25—500—30—680.	Do.	Below 30 years	<p><i>Essential :—</i></p> <p>A degree in Mechanical Engineering of a recognised University or equivalent qualification with about 2 years' experience in a workshop of repute.</p> <p>OR</p> <p>Diploma in Mechanical Engineering of a recognised institution with about 5 years' experience in a workshop of repute.</p>



## DULE

Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees.	Period of probation if any.	Method of rectt. whether by direct rectt. or by promotion or transfer & percentage of the vacancies to be filled by various methods.	In case of rectt. by promotion/transfer grades from which promotion to be made.	If a DPC exists what is its composition.	Circumstances in which U.P.S.C. is to be consulted in making rectt.
8	9	10	11	12	13
No	Two years for direct recruits as well as for promotees.	By promotion; failing which, by transfer; failing both, by direct recruitment.	<i>Promotion:</i> - Supdts-(Office) (with 5 years' service in the grade). <i>Transfer:</i> — Of a suitable Officer of the C.S.S., Grade III.	Class II D.P.C.	As required under the rules.
Edu—Yes Age—No	Do.	By promotion; failing which, by direct recruitment.	<i>Promotion:</i> — Foreman (Mechanical) (with 5 years' service in the grade).	Do.	Do.

1	2	3	4	5	6	7
3. Librarian	1	G.C.S. Class II (Gazetted) Non-ministerial	Rs. 350—25—500—30—680.	Selection	Below 40 years	(i) A Second Class Master's or 3 years Honours degree of a recognised University. (ii) Degree or Diploma in Library Science. (iii) At least five years' experience in Library Administration. (Qualifications relaxable at Commission's discretion in case of candidates otherwise well qualified).

8	9	10	11	12	13
No	Two years for direct recruits as well as for promotees	By promotion; failing which, by direct recruitment.	From Assistant Librarians who have put in five years' service in the grade and hold a degree / diploma in Library Science.	Class II D.P.C.	As required under the rules.

[No. F.4/30/60-A.10]

R. L. ANAND,  
Under Secy.

## MINISTRY OF WORKS, HOUSING &amp; SUPPLY

*New Delhi, the 6th June 1960*

**G.S.R. 798.**—The following draft of a further amendment to the Explosives Rules, 1940, which the Central Government proposes to make in exercise of the powers conferred by Sections 5 and 7 of the Indian Explosives Act, 1884 (4 of 1884), is published as required by section 18 of the said Act, for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 30th July, 1960.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

**In the Explosives Rules, 1940,—**

in the second proviso to sub-rule (1) of rule 91, after the words "or an Executive First Class Magistrate" the words "or a Taluk Magistrate" shall be inserted.

[No. S. &amp; P. II-3(20)/60.]

*New Delhi, the 11th July 1960*

**G.S.R. 799.**—The following draft of a further amendment to the Explosives Rules, 1940, which the Central Government proposes to make in exercise of powers conferred by sections 5 and 7 of the Indian Explosives Act, 1884 (4 of 1884), is published as required by section 18 of the said Act for the information of all persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 30th July, 1960.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

*Draft Amendment*

In the Explosives Rules, 1940, in rule 94, for the words "expiration or cancellation" wherever they occur, the words "expiration, suspension or cancellation" shall be substituted and for the words "expired or cancelled" wherever they occur, the words "expired, suspended or cancelled" shall be substituted.

[No. S&amp;PII-3(23)/60.]

M. N. KALE. Under Secy.

## (Central Boilers Board)

*New Delhi, the 8th July 1960*

**G.S.R. 800.**—In exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), the Central Boilers Board hereby makes the following further amendments in the Indian Boiler Regulations, 1950, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

In the said Regulations—

1. In regulation 281, the following shall be added at the end, namely:—

"In the case of miniature boilers coming under Chapter XIV the gauge may be connected to the steam space or to a steam connection to the water column by a syphon tube or equivalent device that will keep the gauge tube filled with water. If brass or bronze composition is used the minimum size of the syphon tube shall be 6 mm. ( $\frac{1}{4}$  in.) standard pipe size; for other materials the minimum inside diameter of the pipe or tube shall be 13 mm. ( $\frac{1}{2}$  in.);"

2. after Chapter XIII, the following Chapter shall be inserted, namely:—

#### CHAPTER XIV

[Regulations prescribed under section 28(a) and section 28(aa)]

##### MINIATURE BOILERS

###### *General*

618. *Scope.*—This Chapter shall apply to the design, construction and testing of 'miniature boilers' for use in small establishments.

619. *Definition.*—In this Chapter the term 'miniature boiler' shall mean a boiler which does not exceed the following limits:—

---

Inside diameter of shell	..	408 mm. (16 in.).
Over-all length of outside to outside of heads at Centre	..	1071 mm. (42 in.).
Heating surface	..	1.85 sq. meter (20 sq. ft.).
Maximum allowable working pressure.	..	2.11 kg/cm <sup>2</sup> (30 lb./sq. in.).

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620. *Extent to which variation from the standard conditions laid down in the preceding Chapters is permissible.*—Considering the peculiar need in small establishments to adopt simple types of miniature boilers requiring easy operation, the following variations from the standard conditions laid down in the preceding chapters are permitted subject to the conditions specified below, with due regard to the safety of the boilers and persons.

(1) *Materials.*—The materials used in the construction of such boilers shall, except as otherwise provided hereinafter, comply with the provisions made in Chapter II of these Regulations. Copper plates used in the construction of boiler parts, shall not be less than 3 mm. (1/8 in. thick). No boiler part exceeding 9832 cu. cm. (600 cu. in.) in volume shall be made of cast copper or bronze. Copper and bronze castings shall have a copper content not less than 90 per cent. and a thickness below 6mm (¼").

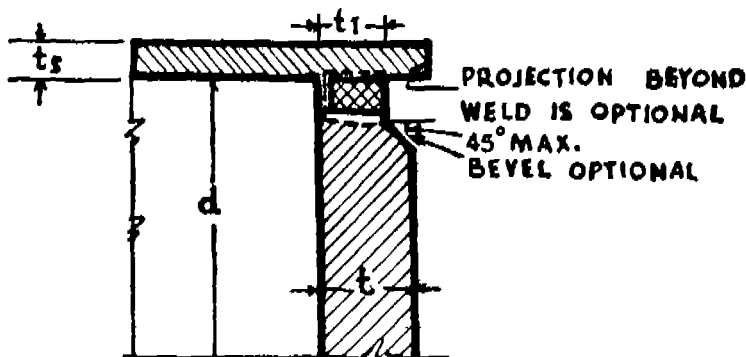
Steel plates used in the construction of boiler shall be of fire box or flange quality and the plates for shells or heads shall be not less than 6 mm. (¼ in.) in thickness except that seamless shell shall be not less than 4.8 mm. (3/16 in.) in thickness. The heads used as tube sheets for tubes rolled in shall be at least 8 mm. (5/16 in.) in thickness.

Heads or parts of boilers when not exposed to direct impact of flame may be made of cast iron or malleable iron provided they comply with other requirements of these regulations. The allowable stress on cast iron or malleable iron shall be based on the tensile strength of the material with a factor of safety of not less than 4.5.

(2) *Design, construction, workmanship, the factor of safety and the method of computing the maximum allowable working pressure.*—(a) The construction, except where otherwise specified, be the same as those prescribed in the relevant provisions of the preceding chapters of these regulations. In the case of fusion welded boilers neither stress relieving nor radiography of welded joints is required except that if the tube ends are welded, the boiler shall be stress relieved. Allowable stress for copper plates and castings including bronze shall not exceed 551 kg./cm.<sup>2</sup> (7640 lb./in.<sup>2</sup>).

(b) In such boilers, an unflanged steel flat tube plate may be inserted into the shell and welded for the entire thickness as shown in figure XIV/1 with a fillet weld having a throat not less than  $1\frac{1}{4}$  times the thickness of the shell or tube sheet whichever is smaller. The minimum thickness of unflanged welded tube sheets shall be 10 mm. (3/8 in.).

$t_1 = 2$  TIMES REQUIRED THICKNESS OF A  
SEAMLESS SHELL BUT NEVER LESS THAN  
 $1.25 t_s$  OR GREATER THAN  $t$



(XIV/1)

The temperature of the heating element of electrically heated steam boilers shall be so controlled that it will not exceed  $650^{\circ}\text{C}$  ( $1200^{\circ}\text{F}$ ).

(c) Tubes may be made of wrought iron, steel, drawn copper or drawn brass. Tube holes shall be drilled full size or they may be punched at least 13 mm. ( $\frac{1}{2}$  in.) smaller in diameter than full size and then drilled, reamed or finished full size with a rotating cutter. The sharp edges of the tube holes shall be removed from both sides of the plate with a file or other tools.

All rivet holes shall be drilled full size with shells, but straps and ends bolted up into position or they may be punched not to exceed 3 mm. ( $\frac{1}{8}$  in.) less than full diameter and then drilled or reamed to full diameter with shells, but straps and ends bolted up into position. The finished holes must be true, clean and concentric. After drilling or reaming rivet holes, the plates and butt straps of longitudinal joints shall be separated, the burrs and chips removed, the plates and butt straps re-assembled metal to metal with pins fitting the holes and with tack bolts.

(3) *Inspection and testing.*—Such boilers shall be subjected to inspection during construction and after completion by an Inspecting Authority. At least two inspections shall be made of boilers of riveted construction—one before reaming rivet holes and one at the hydraulic test. Every completed boiler of riveted construction shall be tested hydraulically to at least thrice the working pressure. In the case of a boiler of wholly or partly welded construction, the hydraulic test pressure shall be equal to three times the maximum allowable working pressure of the boiler. While subjected to this pressure the boiler shall be given a thorough hammer or impact test.

(4) *Certificate and makers' stamp.*—The certificate and makers' stamp shall be in conformity with the provisions of Chapter I of these regulations. But if owing to small size of the boiler all information cannot be visibly stamped on the boiler

plate, manufacturers' certificate accompanying the boiler shall contain the necessary details, but in all cases makers' name, works number and the year of make must be stamped on the boiler.

621. *Valves, Gauges, Fittings and Feed Supply.*—(a) Every boiler shall be fitted with at least 3 brass wash-out plugs of not less than 25 mm. diameter (1 in.) which shall be screwed into the openings in the shells near the bottom. In boilers of the closed system type heated by removable internal electric heating elements, the openings for these elements when suitable for cleaning purposes may be substituted for wash-out openings. Boilers not exceeding 305 mm. (12 in.) internal diameter and having less than 9290 sq. cm. (10 sq. ft.) of heating surface may have two 25 mm. (1 in.) openings for cleaning one of which may be used for the attachment of the blow-off valve. These openings shall be opposite to each other wherever possible. All threaded openings in the boiler shall be provided with riveted or welded reinforcement, if necessary, to give four full threads therein.

(b) Every boiler shall be provided with at least one feed pump or other feeding device except where it is connected with a water main carrying a pressure not less than  $1\frac{1}{2}$  times the boiler pressure to feed the boiler or where the steam generator is operated with no extraction of steam (closed system). In the latter case, in lieu of feeding device, a suitable connection or opening shall be provided to feed the generator. Such connection shall not be less than 13 mm. ( $\frac{1}{2}$  in.) in diameter.

(c) Subject to the provisions as made in clauses (i), (ii), (iii) and (iv) of this sub-regulation, every boiler shall be fitted with necessary mountings and fittings as provided in Chapter VI of these regulations, and they shall all be of substantial construction suitable for 7 kg./cm.<sup>2</sup> (100 lb./sq. in.).

(i) The feed pipe shall be provided with a check valve and the feed water may be delivered to the boiler through the same opening in the shell as for the blow-off connection. The blow-off shall be fitted with a valve or cock in direct connection with the lowest water space practicable. When the boiler is under pressure, feed water shall not be introduced through the openings or connection used for the water column, the water gauge glass or the gauge cock. In closed systems the water may be introduced through any opening when the boiler is not under pressure.

(ii) Every boiler shall be fitted with at least one glass water gauge for determining the water level, but in the case of boilers not exceeding 28.4 liters (7.5 gallon) capacity operated on the closed system, where there is insufficient space for the usual glass water gauge, water level indicators of any suitable type may be used.

(iii) The steam pressure gauge shall have its dial graduated to not less than  $1\frac{1}{2}$  times the maximum allowable working pressure of the boiler.

(iv) Boilers of capacity not exceeding 28.4 liters (7.5 gallons) may be fitted with one safety valve. The safety valve shall preferably be of direct spring loaded type and the diameter of the valve shall not be less than 13 mm. ( $\frac{1}{2}$  in.).

The minimum relieving capacity of the safety valve shall be determined on the basis of 14.6 kg/sq. meter (3 pounds per sq. ft.) per hour of heating surface and shall be sufficient to discharge all the steam that can be generated by the boiler without allowing the pressure to rise more than 6 per cent. above the maximum allowable working pressure. The safety valve shall be connected to the boiler independently of any other steam connections, without any unnecessary intervening pipe or fitting. Such intervening pipe or fitting if unavoidable shall be not longer than the corresponding face-to-face dimension of a tee fitting of the same diameter and the minimum opening there through shall be at least equal to the valve inlet. No valve of any description shall be placed between a safety valve and the boiler nor on the discharge pipe from the safety valve to the atmosphere.

(d) It is recommended that all boilers operated with gas or oil be provided with an automatic low-water fuel cutout and/or with an automatic fuel regulating governor controlled by the steam pressure. Such a governor used on gas fuel shall be so constructed that in the event of its failure, there can be no possibility of steam from the boiler entering the gas chamber or supply pipe.

The electrically heated boilers shall be effectively earthed with a lead of substantial cross section.

**622. Fees.—Registration fee.**—The fee required to accompany an application under sub-section (1) of section 7 of the Act shall be Rs. 30 per boiler.

[No. S&P-II/BL-20(7)/57.]

M. N. KALE, Secy.,  
Central Boilers Board.

### MINISTRY OF REHABILITATION

(Office of the Chief Settlement Commissioner)

New Delhi, the 7th July 1960

**G.S.R. 801/Amdt.XLIV.**—In exercise of the powers conferred by section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954), the Central Government hereby makes the following further amendment in the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, namely:—

In the said rules, in rule 54, after sub-rule (2), the following sub-rule shall be inserted, namely:—

- “(3) A displaced person who is paid compensation in cash under this rule shall not be paid compensation separately in respect of his verified claim for any rural building if in respect of such building he is not entitled to receive such compensation under rule 65, but shall be given, at the discretion of the Settlement Commissioner, a house or a site (or if it is considered in-expedient to give a site, its commuted value) and building grant in accordance with the provisions contained in rule 57, subject to the condition that the total payment under this rule read with rule 57 shall not exceed eight thousand rupees.”

[Amendment No. XLIV, dated the 7th July, 1960.]

[No. 15(27)Policy-II/59.]

I. N. CHIB, Dy. Secy.

### ORDERS

(Office of the Chief Settlement Commissioner)

New Delhi, the 8th July 1960

**G.S.R. 802.**—In exercise of the powers conferred by sub-section (4) of section 19 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954), the Central Government hereby specifies the following principles of assessment of rent for purposes of charging the same from a person who is, has at any time been in possession of any such evacuee property as is specified below in the State of Punjab, and acquired under the said Act, to which he was not entitled, or which was in excess of that to which he was entitled, under the law under which the allotment or lease thereof was made or granted to him, for the period for which the property remains or has remained in his possession:—

1. In cases of allotments or leases of evacuee agricultural lands which had been obtained by fraud or concealment of material facts by the allottees or lessees:

8 times the land revenue shall be charged as rent.

2. In any other case of allotment or lease of evacuee agricultural lands as aforesaid:

6 times the land revenue shall be charged as rent.

[No. 3(35)/Policy-II/58.]

**G.S.R. 803.**—In exercise of the powers conferred by sub-section (5) of section 19 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954), the Central Government hereby specifies the following principle for assessment of damages to be charged from a person who is, has at any time been, in unauthorised possession of any evacuee agricultural land in the State of Punjab and acquired under the said Act, for the period for which such land remains or has remained in his possession.

In cases of unauthorised possession of evacuee agricultural lands: rent at 8 times the land revenue shall be assessed as damages.

[No. 3(35)/Policy-II/58.]

KANWAR BAHADUR,

Settlement Commissioner &  
Ex-Officio Dy. Secy.



**MINISTRY OF HOME AFFAIRS****CORRIGENDUM**

*New Delhi, the 12th July 1960*

**G.S.R. 804.**—In the notification of the Government of India in the Ministry of Home Affairs G.S.R. 638 (F. 3/8/59-Judl. II) dated the 2nd June, 1960, published at pages 858—868 of the Gazette of India, Part II—Section 3, Sub-section (i), dated the 11th June, 1960.

1. at page 861, for word 'for' occurring in sub-section (v) of Section 2 read 'or';
2. at page 861, in the title of Chapter II for 'Beggars Offenders' read 'Beggars Offenders';
3. at page 863, for 'solicite' occurring in second line of section 11 read 'solicit';
4. at page 866, for 'fourth' occurring in fourth line of section 26 read 'forth';
5. at page 866, for 'begger' occurring in ninth line of section 26 read 'beggar';
6. at page 866, for 'discharge' occurring in the last line of section 26 read 'discharged';
7. at page 866, for 'State Government' occurring in sixth line of section 27 read 'Chief Commissioner';
8. at page 868, for 'Official' occurring in second line of section 36 read 'Delhi'.

[No. F. 3/8/59-Judl. II.]

K. R. PRABHU, Dy. Secy.

